



F 106
.D58
Copy 2

LIBRARY OF CONGRESS.

[SMITHSONIAN DEPOSIT.]

Chap. F106

Shelf, D58

Copy 2

UNITED STATES OF AMERICA.



A



GUIDE

BETWEEN

WASHINGTON, BALTIMORE, PHILADELPHIA,
NEW YORK AND BOSTON:

CONTAINING

A DESCRIPTION OF THE PRINCIPAL PLACES; RAILROAD
AND STEAMBOAT ROUTES; TABLES OF
DISTANCES, ETC.

ALSO,

ROUTES OF TRAVEL

FROM BOSTON TO BUFFALO, AND FROM NEW
YORK TO MONTREAL.

Library of Congress.

1867

City of Washington.

NEW YORK:

PUBLISHED BY J. DISTURNELL,

102 BROADWAY,

Between Pine and Wall streets.

1846.

Entered according to the Act of Congress, in the year 1845,
By JOHN DISTURNELL,
In the Clerk's Office of the District Court for the Southern District of
New York.

F106
D58

cr-2

TO THE TRAVELLING PUBLIC.

THIS Work is prepared and published, with the hope that it may be found useful in conveying to the TRAVELLER, correct information in regard to the times, starting-points, fare, &c., of the different *Railroad* and *Steamboat Lines*, leaving the cities of Boston, New York, Philadelphia, Baltimore, and Washington ; forming together a route which may be called the *great artery*, or thoroughfare, of the principal political, commercial, and pleasure-seeking travel and intercourse of the Union.

The Lines of Railroads, in connection with Lines of Steamboats, have so increased, and are likely so to increase, in number and importance, that the travelling public, and the business community generally, require new and detailed information respecting them, at shorter intervals than formerly. To obtain this end, but small editions of this work will be published at a time, in hopes of making it, if favorably received, more full and useful in future editions.

The Tables contained in this edition, have been prepared with the assistance of several agents of Railroad Companies and Steamboat proprietors ; and the information may be depended upon as being authentic,—subject, however, to change, both in rates of fare and times of leaving, at different seasons, which can be noted on the margin of this Guide.

The Publisher would feel much obliged, if persons possessing information in regard to new arrangements, or additional routes of travel, would communicate the same to him, by letter, or otherwise.

USUAL FARES,

FOR ONE PERSON, FROM THE HOTELS, TO THE RAIL-
ROAD DEPOTS, AND STEAMBOAT WHARVES.

BOSTON.

Coach fare, with baggage,..... 25 cents.

NEW YORK.

Coach and Cab fare, with baggage,.....	25	“
Carman's fees,	25	“
Porter's fees,	18 $\frac{3}{4}$	“

PHILADELPHIA.

Coach fare,* with baggage,	37 $\frac{1}{2}$	“
Porter's fees,.....	25	“

BALTIMORE.

Coach fare, with baggage,	37 $\frac{1}{2}$	“
Porter's fees,	25	“

WASHINGTON.

Coach fare, with baggage,	25	“
---------------------------------	----	---

☞ For further information, see the laws relating to Hackney Coaches, &c., which can usually be found in the carriages, as required by law.

* The law allows 50 cents for *one* or two passengers.

CONTENTS.

	PAGE
Railroad and Steamboat Routes between Washington and Boston	7
Railroad and Steamboat Routes between New York, Baltimore, and Charleston, S. C.....	8
Description of the city of Washington.....	9
Georgetown,—Alexandria,—Mount Vernon	13
Railroad Route between Washington and Baltimore	14
Description of the city of Baltimore.....	15
Distances, Fare, &c., between Baltimore and Washington	16
Railroad Route to Annapolis	16
“ “ from Baltimore to Cumberland	16
Routes from Cumberland to the Ohio River	17
Railroad Route from Baltimore to Columbia, Pa.	18
Steamboat Route between Baltimore and Norfolk	19
Routes between Baltimore and Philadelphia	19
Havre de Grace,—Wilmington,—Marcus Hook, &c.....	20
Description of Philadelphia.....	21
Railroad and Steamboat Routes from Philadelphia to Baltimore.	24
Camden and Woodbury Railroad.....	25
Philadelphia, Germantown, and Norristown Railroad.....	25
Railroad Route from Philadelphia to Pottsville.....	25
“ “ “ Harrisburg	26
Routes from Harrisburg to Pittsburg, &c.....	26
Cumberland Valley Railroad.....	26
Routes between Philadelphia and New York	27
Bristol,—Burlington,—Bordentown	27
Trenton,—Princeton,—New Brunswick, &c.....	28
Elizabethtown,—Newark,—Jersey City.....	29
Paterson and Hudson Railroad	30
Morris and Essex “	30
New York, Elizabethtown, and Somerville Steamboat and Railroad Line.....	30
City of New York,—Hotels, &c.....	31
Railroad Route from New York to Philadelphia	32
New Jersey Railroad and Transportation Company—way trains.	33
Steamboat and Railroad Route to Philadelphia.....	34
“ “ “ from New York to Middletown,	
via Erie Railroad.....	35
Hudson River Steamboats	35
Harlem Railroad	36
Table of Distances between New York and Albany	37
“ “ “ Albany and Troy, and Saratoga	
Springs, Whitehall, Montreal, &c.....	38
Steamboat and Railroad Route between New York, Albany, and Troy, via Housatonic Railroad	39
Stage Line from Troy to Montreal	39

	PAGE
Winter Route between New York and Albany, via New Haven and Springfield.....	40
Routes between New York and Boston.....	40
Steamboat and Railroad Route from New York to Boston, via New Haven.....	41
Railroad and Steamboat Route from New York to Boston, via Long Island.....	42
Steamboat and Railroad Lines running between New York and Boston	42
Railroad and Steamboat Route, via Stonington	42
“ “ “ via Norwich.....	42
Independent Line for New York, via Providence	42
Railroad Route from Boston to Portland, Me., via Seaboard Line.....	46
“ “ “ via Boston & Maine Railroad.....	47
Railroad Route from Boston to Concord, N. H.	48
“ “ “ Fitchburg.....	49
Stage Routes through Massachusetts, New Hampshire, and Vermont	49
Railroad Route from Boston to New Bedford and Fall River	50
“ “ Providence to New Bedford.....	50
“ “ Boston to Plymouth.....	51
Railroad and Steamboat Route from Boston to New York, via Springfield and New Haven	51
Railroad Route from Boston to Albany	52
Railroad Directory for Boston	53
Steam Packets sailing from Boston	54
City of Boston,—Hotels, &c.....	55
U. S. Mail Route from Albany to Buffalo	56
Railroad Route from Albany to Saratoga Springs	57
Railroad Routes leaving Troy for Buffalo, &c.....	58
Canal Packet Route from Schenectady to Buffalo, &c.....	59
Lake Ontario Route to Niagara Falls, &c.	59
Railroads in the Eastern States	60
“ “ State of New York.....	61
“ “ Middle States	62

RAILROAD AND STEAMBOAT ROUTES.

RAILROAD ROUTE

BETWEEN THE CITIES OF WASHINGTON, BALTI-
MORE, PHILADELPHIA, NEW YORK,
AND BOSTON.

Giving the Distances, Time, and Fare, as charged in 1845.

Leaving Washington at 6 o'clock, A. M.

STOPPING PLACES.	Miles.	Time.	Fare.
Washington to Baltimore,	40	2½ hours	\$1 60
Stop at Baltimore,		½ "	
Baltimore to Philadelphia,	97	6 "	3 00
Stop at Philadelphia,		2 "	
Philadelphia to New York,	88	5½ "	4 00
Stop at New York,		9½ "	
New York to Boston, via Long Island and Norwich, ...	238	10½ "	3 00
Total miles, &c.	463	36½ hours	\$11 60

RAILROAD AND STEAMBOAT ROUTE

BETWEEN THE CITIES OF BOSTON AND WASH-
INGTON.

Leaving Boston at 4½ o'clock, P. M.

STOPPING PLACES.	Miles.	Time.	Fare.
Boston to New York, via Stonington,	214	13½ hours	\$3 00
New York to Philadelphia, via Camden & Amboy Railroad..	90	6 "	3 00
Stop in Philadelphia,		3 "	
Philadelphia to Baltimore, via Delaware & Chesapeake Bays	115	8 "	3 00
Baltimore to Washington,	40	2½ "	1 60
Total miles, &c.	459	33 hours	\$10 60

TO SOUTHERN TRAVELLERS.

GREAT SOUTHERN MAIL LINE, PASSING THROUGH WASHINGTON.

TRAVELLERS GOING SOUTH, CAN LEAVE		Hours	Miles.
New York at 9 A. M...	Reach Philadelphia at 3 P. M.	6	88
Philadelphia, 4 P. M...	" Baltimore, 11 P. M....	7	97
Baltimore, 11½ P. M...	" Washington, 2¼ A. M.	23	40
Washington, 3 A. M...	" Fredericksburg, 8 A.M.	5	68
Fredericksburg, 8 A. M.	" Richmond, 11½ A. M.	3½	60
Richmond, 1¼ P. M....	" Petersburg, 2½ P. M...	1¼	23
Petersburg, 3 P. M....	" Weldon, 9½ P. M.	6½	64
Weldon, 10 P. M.	" Wilmington, 12 M. ...	14	165
Wilmington, 12 M.	" Charleston, S.C. 6 A.M.	18	175
Running time,.....		64 h.	780 m.

Usual fare through from New York to Charleston, S. C., \$23 00

STEAMBOAT AND RAILROAD LINE, BETWEEN BALTIMORE AND CHARLESTON, S. C.

A Steamboat leaves Baltimore, daily, (Sundays excepted,) at 4 o'clock, P. M., for Norfolk and Portsmouth, Va.

From Norfolk the southern line of travel is continued, by steamboat, up James River to City Point, thence by railroad to Petersburg, Va. Fare through, \$6.

At Petersburg the two great lines of southern travel unite, and continue on to Charleston,—thence to Augusta, Geo., Mobile, and New Orleans.

Established fare from Baltimore to Charleston, \$21.

ROUTE TO NEW ORLEANS.

Distance from *Charleston* to *Montgomery*, Ala., by railroad, 340 miles, and stages, 126 miles. Fare \$26.50. Distance from *Montgomery* to *Mobile*, by stage route, 200 miles; by steamboat route, 400 miles. From *Mobile* to *New Orleans*, by steamboat route, 175 miles. Fare from *Montgomery* to *New Orleans*, by steamboat, \$16. Usual fare through from *Charleston* to *New Orleans*, \$42.50.

GUIDE

BETWEEN WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, AND BOSTON.

THE CITY OF WASHINGTON,

The seat of government of the United States, is on the left bank of the river Potomac, in latitude $38^{\circ} 53'$ north ; being 40 miles from Baltimore, 137 from Philadelphia, and 225 miles from New York, by one continuous line of railroads.

In 1790, Congress passed "An act for establishing the temporary and permanent seat of the Government of the United States," directing the new location to be styled, THE DISTRICT OF COLUMBIA. Pursuant to this act, Gen. Washington, as President, selected this site for the seat of the Federal Government, and had the city laid out on a magnificent plan, suitable for the capital of a great and powerful nation.

In 1800, Congress for the first time took up its permanent abode in the new district ; and in May, 1802, Washington was incorporated as a city, being governed by a Mayor and Board of Aldermen. It now contains a population of about 30,000 inhabitants, and many splendid edifices.

The avenues and streets are wide and airy, many of them lined with stores and commodious dwellings, and ornamented with beautiful shade-trees. The Avenues are named after the different states of the Union, and are from 120 to 160 feet wide ; the other streets are from 70 to 110 feet wide. The ground on which the city is built, rises with a gentle acclivity from the river to the height of 50 to 100 feet above the tide waters of the Potomac. Only a small part of the extensive plan, however, is yet covered with buildings.

The business of the city is principally confined to Pennsylvania Avenue, between the Capitol and the President's

House. Omnibuses and other carriages are always to be found on this street, offering a convenient mode of conveyance between the distant points of the city.

On the first arrival of the stranger at the city of Washington, the fine situation and grand proportions of the Capitol of the Union, strike him with admiration. Its dome, rising to the height of 230 feet above the tide waters of the Potomac, presents from its top a magnificent prospect, embracing the whole of the District of Columbia, an area of 10 miles square, and a large additional tract of the surrounding country, with the meanderings of the river, and the Chesapeake and Ohio Canal.

PUBLIC BUILDINGS

The **CAPITOL OF THE UNITED STATES** is a lofty and commanding edifice, surrounded by beautiful grounds of about 22 acres in extent, the whole enclosed by a substantial iron fence. The building alone covers upwards of an acre and a half, and was finished in 1827, at a total cost of \$1,746,718. The interior finish is in many respects gorgeous and well adapted for public purposes.

The **PRESIDENT'S HOUSE**, one mile west of the Capitol, is an object of interest, and a place of great resort both for strangers visiting the metropolis, and for politicians. The mansion is 170 feet front, 86 feet deep, and two stories high, constructed of white freestone, with Ionic pilasters. It is surrounded by twenty acres of ground, laid out with taste, and planted in part with forest trees and shrubbery.

The **TREASURY BUILDING**, located on Fifteenth street and Pennsylvania Avenue, is a noble structure, 457 feet long. The colonnade in front is very imposing, being the entire length of the building, consisting of thirty-one large fluted columns, in the style of the temple of Minerva Polios, at Athens.

The buildings devoted to the Departments of State, War, and the Navy, are but indifferent edifices, built of brick. They stand near the President's House, at convenient distances apart for all business purposes. The rooms of the several Secretaries, and other officers, are furnished plainly, but with appropriate neatness.

The **GENERAL POST OFFICE** is a beautiful marble building, of the Corinthian style of architecture. It contains eighty rooms, and is well arranged for the purposes of the Depart-

ment. It stands on E street, about equidistant from the Capitol and the President's House.

The PATENT OFFICE has become the most interesting depository in the Union. The building stands on F street, and is 280 feet long, 70 feet deep, and two stories high, with a basement. The first floor and basement contain each one large room, for models, and eight smaller ones, for offices, &c.

The upper floor, in one room, 275 feet by 65, is occupied by the "National Institution for the Promotion of Science." This is considered one of the most splendid rooms in America, and now contains an array of choice specimens of art and curiosities of nature, unrivalled on the continent. The noble collection contributed by the South Sea Exploring Expedition, alone constitutes a powerful attraction,—all of which is thrown open to the public free of charge.

The GREEN-HOUSE, in the rear of the above building, also attracts great attention, and is well worth visiting.

The models of mechanical genius and art, and the natural curiosities here deposited, in the same building, together with the statuary and paintings in the rotunda of the Capitol, alone render Washington a place of great interest at all seasons of the year.

The UNITED STATES OBSERVATORY, situated on an eminence, about one mile west of the President's House, near Georgetown, is well worthy of a visit. From the top is afforded a view of great extent and interest, embracing the city of Washington, Georgetown, the Potomac river, and the surrounding country for many miles.

The UNITED STATES NAVY YARD, about one mile east of the Capitol, is a place of much national interest and importance, where may usually be seen armed vessels of a large class.

The WASHINGTON ARSENAL stands on Greenleaf's Point, one mile south of the Capitol. It is on a commanding position, occupying a tract of land about a quarter of a mile square, being surrounded by water on three sides, presenting a fine appearance from the river and adjoining shores. Here are located several buildings for the use of the officers and soldiers; magazines, storehouses, and workshops.

The other public buildings are, the CITY HALL, JAIL, PENITENTIARY, and four MARKETS.

COLUMBIAN COLLEGE,

Incorporated in 1821, by an act of Congress, is delightfully situated on the high range of ground north of the President's House. The buildings are, a college edifice of five stories, including the basement and attic; two dwelling-houses, for Professors, and a philosophical hall—all of brick.

ROMAN CATHOLIC COLLEGE,

Georgetown, which lies contiguous to Washington, is the seat of the ancient college belonging to the Catholics, under the direction of the Jesuits; who have here also a nunnery, and other seminaries of learning.

CHURCHES.

There are 30 churches in Washington, most of which are plain edifices, as follows:—5 Episcopal, 4 Baptist, 4 Presbyterian, 6 Methodist, 3 Roman Catholic, 2 Lutheran, 1 Unitarian, 1 Friends' Meeting-house, and 4 African churches.

PRINCIPAL HOTELS IN WASHINGTON.

	<i>Proprietors.</i>	<i>Location.</i>
City Hotel,	A. Fuller & Co.,	Pennsyl. Av. cor. 14th st.
European Hotel,	Mrs. Gallabrun,	" " bet. 14th & 15th sts.
Gadsby's Hotel,	Wm. Gadsby,	" " cor. 3d st.
Indian Queen,	J. Brown,	" " bet. 6th & 7th sts.
National Hotel,	S. L. Coleman,	" " cor. 6th st.
Temperance House,	Mr. Beers,	3d st., near Pennsylv. Av.
United States Hotel,	Tyler & Birch,	Pennsylv. Av., near 3d st.

In addition to the above, there are several well-kept private boarding-houses, all of which are thronged during the session of Congress.

CARRIAGE FARE IN WASHINGTON.

For each and every passenger, for any distance not over $1\frac{1}{2}$ miles,	25 cts.
For any distance over $1\frac{1}{2}$ miles, and not exceeding 3 miles,	50 "
OMNIBUS FARE, from the Capitol to Georgetown,	$12\frac{1}{2}$ "

VICINITY OF WASHINGTON.

GEORGETOWN, situated three miles west of the Capitol, is at the head of navigation on the Potomac river, and is a port of entry, where centres a large amount of business. It contained, in 1840, 7,712 inhabitants. Many members of Congress, and others, connected with the government, reside here, it being of easy access, by means of carriages and omnibuses. The *Heights of Georgetown* are well worth visiting. From this eminence can be seen the cities of Georgetown and Washington—the Potomac river, and the Chesapeake and Ohio canal,—the aqueduct and the bridge across the river,—and the surrounding country.

ALEXANDRIA, situated on the south bank of the Potomac, seven miles south of the Capitol, and about 180 miles from the ocean, is an old and interesting city, and a place of considerable trade. The population in 1840, was 8,459. Here Gen. Braddock, in 1755, organized his army for the west; and here WASHINGTON, the father of the future republic, not only made himself distinguished, in his early years, but circumstances of a peculiar nature produced a mutual attachment, which led him to say, in writing from Yorktown, that, "Amidst all the vicissitudes of time and fortune, he should ever regard with particular affection, the citizens and inhabitants of Alexandria." The Museum at this place is well worthy attention, as it contains many personal relics of Gen. Washington, as well as a large and valuable collection of specimens in natural history.

A steamboat runs several times daily between Washington and Alexandria—fare 12½ cents,—affording a delightful excursion in pleasant weather.

MOUNT VERNON, eight miles below Alexandria, on the Virginia side of the Potomac, is a spot that will always be held in veneration by the American public, as being the favorite place of residence of Washington, while living, and as now containing his remains, which are here entombed. This spot ought to belong to the nation, and be so regulated, that all admirers of noble deeds, and pure and lofty principles, might here perform a pilgrimage.

RAILROAD ROUTE

BETWEEN WASHINGTON AND NEW YORK.

WASHINGTON BRANCH RAILROAD,	32 miles.
BALTIMORE AND OHIO " from Junction to	
Baltimore,	8 "
PHILADELPHIA, WILMINGTON, AND BALTIMORE	
RAILROAD,	97 "
PHILADELPHIA AND TRENTON do.	28 "
NEW BRUNSWICK AND TRENTON do.	29 "
NEW JERSEY do., (N. Brunswick to Jersey City,)	30 "
Jersey City Ferry,	1 "
<hr/>	
Total,	225 "

On leaving Washington for Baltimore, by railroad, a distance of 40 miles, (fare \$1.60,) the cars start from the depot near the Capitol, and run in a northeasterly direction to

BLADENSBURG, Md., 6 miles. This is an ancient place, on the eastern branch of the Potomac. It is celebrated as the scene of an engagement, during the last war with Great Britain, in which the Americans being defeated and dispersed, the enemy marched on to Washington, which fell into their hands.

The ANNAPOLIS RAILROAD commences 20 miles from Washington, and diverges easterly to Annapolis, the capital of the state of Maryland, which is about 40 miles, by railroad, from Washington and Baltimore.

ELKRIDGE LANDING, 11 miles farther, is an old settlement, situated on the south bank of the Patapsco river. The *viaduct* which crosses the river near this place, and sustains the railroad track, is a splendid piece of masonry.

The RELAY HOUSE, 32 miles from Washington, and 8 from Baltimore, stands at the point where diverges the branch railroad to the former place. The main track of the *Baltimore and Ohio Railroad*, which is finished to Cumberland, a distance of 178 miles, is now passed over in going to Baltimore. At the *Depot* in Pratt street, the terminus of the great work above named, commences the railroad to Philadelphia, a distance of 97 miles.

BALTIMORE,

The principal city of Maryland, and the third in population in the Union, is advantageously situated upon the northwest branch of the Patapsco river, about 14 miles from the entrance of the main branch into Chesapeake bay. The harbor is safe and capacious, of a depth sufficient to float ships of the largest class. This place was first settled in 1729, when it took the name of BALTIMORE, "in compliment to the Proprietary, whose ancestor took the title of Baron from a seaport of the same name in Ireland." In 1796, a city charter was granted by the legislature of the state; it then contained about 20,000 inhabitants. In 1840, the population of the city was 102,513.

The rapid growth of Baltimore in wealth and numbers, has been principally owing to its great natural advantages, and the enterprise of its inhabitants. It is about 200 miles from the ocean, and 300 miles from the navigable waters of the Ohio river,—this being the most accessible point of communication between the seaboard and the great valley of the Mississippi. The completion of the *Baltimore and Ohio Railroad* will always secure to this place a fair proportion of the trade of the west. The streets are mostly laid out at right angles, and the public buildings, stores, and dwellings are principally constructed of brick, in a neat and durable style. This place is noted for its monuments and shot-towers, which rise to a great height. Here also are constructed some of the finest and fastest sailing vessels that bear the American flag,—the "Baltimore Clippers" being admired by all naval architects. This is a great mart for all kinds of West India goods, lumber, wheat, and tobacco, the latter articles being exported in large quantities.

FORT M'HENRY, situated on a point of land 2 miles below the centre of the city, is a strong fortification.

PRINCIPAL HOTELS IN BALTIMORE.

	<i>Proprietors.</i>	<i>Location.</i>
City Hotel,	Barnum & M'Laughlin,	Monum't Sq. Calvert st.
Eutaw House,	A. Hussey,	Eutaw, cor. Baltimore st.
Exchange Hotel,	John West,	Water st.
Fountain Hotel,	Dix & Fogg,	Light st.
Globe Hotel,	Jacob Bohn,	Baltimore st.
Merchants' Hotel,	Hopkins & Field,	Charles st.
National Hotel,	J. Stockbridge, jr.,	Pratt st.
United States Hotel,	Mrs. Bradshaw,	" "
Washington House,	H. Habbersatt,	" "
Wheatfield Inn,	J. M'Intosh,	Howard st.

DISTANCES, FARE, &c.
ON RAILROAD FROM BALTIMORE TO WASHINGTON.

BALTIMORE AND OHIO RAILROAD, 8 miles.
 WASHINGTON BRANCH " 32 "

Passengers leave Baltimore from Depot in Pratt st.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Balt.	From Wash	Fare.
Cars leave Baltimore at 9 o'clock, A. M., 5 P. M., & 12 P. M.	BALTIMORE,	0	0	40	
	Relay House,	8	8	32	
	Annapolis Junction	12	20	20	
	Beltsville,	8	28	12	
Leave Washington at 6 o'clock, A. M. and 5½ P. M.	Bladensburg,	6	34	6	
	WASHINGTON,	6	40	0	\$1 60

Usual time from Baltimore to Washington, 2½ hours.

RAILROAD ROUTE TO ANNAPOLIS.

The ANNAPOLIS RAILROAD, 21 miles, extends from the Washington Branch to Annapolis. Passengers are conveyed to the latter place from Baltimore and Washington, by the train of cars running between the two places, stopping at the Junction. Distance from Baltimore and Washington to Annapolis, 41 miles. Fare \$1.50.

RAILROAD ROUTE
FROM BALTIMORE TO CUMBERLAND.

BALTIMORE AND OHIO RAILROAD, (finished,) . . 178 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Balt.	From Cumb.
Passenger cars leave Baltimore, from Pratt st. Depot, at 7½ A. M., daily.	BALTIMORE,	0	0	178
	Relay House,	8	8	170
	Avalon,	1	9	169
	Ilchester,	3	12	166
	Ellicott's Mills,	2	14	164
RETURNING, Cars leave Cumberland at 8 A. M., Hancock, 10½ A. M., Martinsburg, 12 M., Harper's Ferry, 1 P. M.	Elys ville,	6	20	158
	Putney's Bridge,	3	23	155
	Woodstock,	1	24	154
	Marriottsville,	4	28	150
	Sykesville,	3	31	147
	Hood's Mills,	3	34	144
	Woodbine,	3	37	141
	Mount Airy,	6	43	135

STOPPING PLACES.	Miles.	From Balt.	From Cumb.	Fare from Balt.
				\$ cts.
Monrovia,	6	49	129	
Ijamsville,	4	53	125	
Reel's Mill,	4	57	121	
Frederick,	4	61	117	2 50
Doup's Switch, ...	4	65	113	
Point of Rocks, ...	4	69	109	
Catoctin Switch, ..	2	71	107	
Berlin,	4	75	103	
Knoxville,	3	78	100	
Harper's Ferry, ...	3	81	97	3 31
Duffield's,	6	87	91	
Leetown Road, ...	3	90	88	
Kerneysville,	2	92	86	
Dake's,	4	96	82	
Martinsburg,	4	100	78	4 00
Tabb's,	3	103	75	
Hedgesville Depot,	4	107	71	
Back Creek Bridge,	4	111	67	
Licking Water Sta- tion,	5	116	62	
Hancock,	7	123	55	5 00
St. John's Run, ...	5	128	50	
Great Cacapon, ...	4	132	46	
Rockwell's Run, ..	7	139	39	
Doe Gulley Tunnel	2	141	37	
Water Station, ...	9	150	28	
Paw-paw Tunnel, .	3	153	25	
Little Cacapon, ...	4	157	21	
Green Spring Run,	7	164	14	
Patterson's Creek, .	6	170	8	
CUMBERLAND,	8	178	0	7 00

Usual time from Baltimore to Cumberland, 9½ hours.

WINCHESTER AND POTOMAC RAILROAD, 32 miles, extends from Harper's Ferry, on the Potomac river, to Winchester, Va.

Distance from Baltimore to Winchester, Va., by railroad, 113 miles. Usual time, 6½ hours. Fare, \$5.31.

ROUTES FROM CUMBERLAND TO THE OHIO RIVER.

Stage route, from Cumberland to Brownsville, Pa., 72 m'ls.

Steamboat route, from Brownsville to Pittsburg, 40 "

Usual time from Baltimore to Pittsburg, 34 hours. Fare, \$10. Distance, 290 miles.

Stage route, from Cumberland to Wheeling, Va., via National Road, 130 miles. Usual time from Baltimore to Wheeling, 36 hours. Fare, \$11. Distance, 308 miles.

RAILROAD ROUTE FROM BALTIMORE TO COLUMBIA, PENN.

BALTIMORE AND SUSQUEHANNA RAILROAD, . . .	36 miles.
YORK AND MARYLAND LINE " . . .	21 "
WRIGHTSVILLE, YORK, & GETTYSBURG, (finished,) . . .	13 "

Ticket office, 63 North st., Baltimore.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Balt.	From Col'a.	Fare.
					\$ cts.
Cars leave Baltimore for Columbia, at 9 A. M. daily, Sundays excepted.	BALTIMORE,	0	0	71	
	Melvale,	4	4	67	15
	Washington Fact'y	2	6	65	20
	Relay House,	1	7	64	25
	Ryder's Lane,	2	9	62	30
A train leaves for Parkton at 3½ P. M.	Timonium,	2½	11½	59½	40
	Clarksville,	2½	14	57	45
RETURNING, Cars leave Columbia at 2 P. M. daily, Sundays excepted.	Corkeysville,	1	15	56	50
	Westerman's,	2	17	54	62½
	Love's,	3	20	51	70
	Monkton Mills, . . .	2½	22½	48½	80
	Whitehall,	3½	26	45	95
	<i>Parkton,*</i>	2	28	43	1 00
	Freeland's,	6	34	37	1 20
	Summit,	2	36	35	1 25
	Strasburg,	2	38	33	1 35
	Heathcote's,	3	41	30	1 45
	Smyser's,	5	46	25	1 65
	Glatfelters,	3	49	22	1 75
	Tunnel,	1	50	21	1 81
	YORK,	7	57	14	2 00
	Hoover's,	7	64	7	2 25
	Wrightsville,	6	70	1	2 50
	COLUMBIA,	1	71	0	2 62½

* Stopping places for refreshment, are in *Italic*.

Usual time from Baltimore to Columbia, including stoppages, 5 hours.

From Columbia to Philadelphia, by railroad, . . .	82 miles.
" Columbia to Harrisburg, via Lancaster, . . .	48 "
" York to Harrisburg, via stage route, . . .	26 "

ROUTES BETWEEN BALTIMORE & PHILADELPHIA.

The traveller, during the season of navigation, has a choice of two routes between Baltimore and Philadelphia ; first, by steamboat and railroad route, passing through Chesapeake bay, and crossing the state of Delaware, from Frenchtown to New Castle, 16 miles, by railroad,—thence up the Delaware river to Philadelphia ; second, by one continuous line of railroad, starting from the depot in Pratt st., Baltimore, and crossing the Susquehanna river at Havre de Grace by a steam ferry,—thence continuing through the states of Maryland and Delaware, into Pennsylvania, crossing the Schuylkill river at Gray's Ferry, 3 miles from the depot in Market st., Philadelphia.

STEAMBOAT ROUTE**BETWEEN BALTIMORE AND NORFOLK, VA.**

A line of steamboats leave Spears's wharf, Baltimore, at 4 o'clock, P. M., daily, Sundays excepted, for Norfolk, Va., running through Chesapeake bay.

From Norfolk passengers are conveyed by steamboat up James river to City Point, thence by railroad to Petersburg, Va., connecting, at the latter place, with the great line of inland travel between Baltimore and Charleston, S. C. Fare through from Baltimore, \$21.

RAILROAD ROUTE**FROM BALTIMORE TO PHILADELPHIA.**

On leaving Baltimore for Philadelphia, 97 miles, by railroad, (fare, \$3,) the cars start from the depot in Pratt st., and run to

CANTON, 3 miles. Here is afforded a fine view of the harbor of Baltimore, and *Fort M'Henry*, situated on the south shore.

STEMMER'S RUN, 10½ miles from Baltimore, is the next stopping place.

GUNPOWDER DEPOT, 20 miles, is on the north side of the stream of the same name, which forms a wide branch or arm of Chesapeake bay, being about 1 mile across. Du-

ring cold weather, here are usually found large quantities of ducks of various kinds, which frequent the waters of the Chesapeake. The most celebrated for their delicacy and fine flavor, are the canvass-backs and red-necks; then come the blue-wings, the shufflers, and the teal. The first are said to feed on wild celery, which gives them their peculiar flavor, so much esteemed by epicures.

BUSH RIVER, 8 miles further, is another wide stream, crossed by a railroad bridge, elevated a few feet above the water.

HAVRE DE GRACE, 37 miles from Baltimore, and 60 miles from Philadelphia, is a place of considerable importance. Here the Susquehanna river, about half a mile wide, is crossed by means of a large steam ferry-boat. The baggage cars are run on top, while the passengers change cars, and pass over the river in a spacious cabin, or saloon, where refreshments are usually furnished. About 15 minutes are taken up in crossing the river, giving time for a hasty meal.

NORTHEAST, 9 miles from Havre de Grace, is passed on the right, a short distance from the road.

ELKTON, 52 miles from Baltimore, and 45 miles from Philadelphia, is situated on the west side of Elk river, which is navigable to this place.

NEWARK, Del., 6 miles further, is a pleasant place, situated a short distance west of the railroad.

NEWPORT, 8 miles further, is a scattered settlement.

WILMINGTON, 70 miles from Baltimore, and 27 from Philadelphia, is situated on Christiana creek, a navigable tributary of the Delaware river, or bay, and 3 miles above its confluence. This is the principal place in the state of Delaware, both in numbers and commercial importance, and is rapidly increasing. The population in 1840, was 8,367. A steamboat runs daily between Wilmington and Philadelphia.

About one mile north of Wilmington, the railroad crosses Brandywine creek, near the scene of a sanguinary battle between the Americans and English during the revolutionary war.

MARCUS HOOK, Penn., 10 miles from Wilmington, is pleasantly situated on the west bank of the Delaware, which is here about one mile wide.

CHESTER, 3 miles further, is another pleasant village, and has a steamboat landing.

The LAZARETTO for Philadelphia, situated near the river, is next passed on the right.

FORT MIFFLIN, 2 or 3 miles further north, is situated on an island, and commands the approach to Philadelphia by water.

GRAY'S FERRY, across the Schuylkill, where is now erected a bridge, is 3 miles from Philadelphia. Here it is usual for the locomotive to stop, the passenger cars being drawn into the city by horse power.

On the approach to Philadelphia from this quarter, can be seen the *Alms-house* for the city and county, situated on the west side of Schuylkill river; the *U. S. Arsenal* and *Marine Hospital*, on the east side; the *Eastern Penitentiary*, and *Girard's College* in the distance, towards the north. From the top of the last building, which is a truly noble structure, may be seen the city of Philadelphia and the surrounding country, to great advantage.

PHILADELPHIA

Philadelphia, 88 miles from New York, 97 miles from Baltimore, and 137 miles from Washington, in lat. $39^{\circ} 56' 51''$ N., and long. $1^{\circ} 46' 30''$ E. from Washington, ranks, in extent, population, trade, and general importance, as the second city in the Union. Its principal front is on the west bank of the Delaware river, 105 miles above the mouth of Delaware bay, and it extends back 2 miles to the river Schuylkill. The largest ships can come up to Philadelphia, from which the distance across the Delaware, to Camden, N. J., is about one mile. The Schuylkill unites with the Delaware about 7 miles below the city, and is navigable for brigs and schooners as far up as the permanent bridge, where it is about 500 feet wide. Philadelphia is laid out with great regularity, with numerous squares, and with streets which cross each other at right angles. The city proper, considered as distinct from its adjoining suburbs, is bounded, north by Vine st., and south by Cedar st. The suburbs called Kensington, the Northern Liberties, and Spring Garden, on the north side, and Southwark and Moyamensing on the south side, occupy, with the city proper, a compactly built area of 3 square miles, containing, in 1840, a population of 220,423 souls. The streets, the principal ones 112 feet wide, and the subordinate ones 50 feet wide, are generally well

paved, and bordered by roomy side-walks laid with brick, all kept remarkably clean. The houses, generally of brick, with white marble steps, and window-sills, and lintels, are very uniform and commodious, and present an aspect of unusual neatness, elegance, and comfort. Chesnut and Arch streets are among the most agreeable promenades in the United States.

The business of the city, especially its foreign and coasting trade, is transacted chiefly on the Delaware side ; though, since the great development of the coal trade of the interior, by means of canals and the improvement of the Schuylkill, wharves and warehouses have been much extended on that side ; and these improvements, in connection with the railroad made by the state from Philadelphia to Columbia, and with the Reading and Pottsville railroad, have contributed largely to the extension of all the western section of the city.

The number of houses for public worship, of the various denominations, is about 150, and though generally built in plain and simple style, they are very neat, and some of them elegant and costly. Philadelphia is honorably distinguished for the philanthropic spirit of its inhabitants, and for the number and judicious management of its charitable institutions. Among these, the Pennsylvania Hospital, the various Dispensaries, the Almshouses, Orphan Asylums, Institutions for the Deaf and Dumb, the Lunatic Asylum, the Humane Society, the Savings-fund Society, and various other moral, religious, and benevolent establishments, are particularly worthy of notice. The institutions for the promotion of literature, science, and the arts, are also on a highly respectable footing. Among the most prominent and useful of these, are the University of Pennsylvania, the Athenæum, the Philosophical Society, the Academy of Fine Arts, the Academy of Natural Science, the Franklin Institute, several Libraries, the Medical Society, the College of Physicians, the College of Pharmacy, the Musical Fund Society, Jefferson Medical College, a Law Academy, &c. &c.

The literary journals, and the daily and weekly newspapers, are numerous and of respectable character. The city can also boast of some of the largest publishing houses in the Union ; and its educational means, including not only the ordinary schools, but the higher institutions, for professional as well as general literature, are ample. But the most remarkable institution in the city, both for the extent of its en-

dowment, and the magnificence of its principal edifice, is the Girard College, constructed of white marble, in the richest style of architecture, and adorned with columns of the most superb and costly workmanship. This edifice is 218 feet by 160 feet; and four other buildings, also of marble, are associated with it, each 125 feet by 52 feet, for the accommodation of professors and pupils. The College grounds form a handsome area of 45 acres, pleasantly situated on the Ridge road, about 2 miles from the centre of the city. On the southern front of the principal edifice, the name and object of the institution are inscribed, in these words: "Girard College for Orphans, founded A. D. 1833. Southern portico finished, 1844."

PRINCIPAL HOTELS IN PHILADELPHIA.

	<i>Proprietors.</i>	<i>Location.</i>
American Hotel,	H. A. Charter,	Chesnut street.
City Hotel,	J. Dunlap,	Third "
Columbia,	Bagley, Mackensie & Co.,	Chesnut "
Congress Hall,	J. Sturdervant,	Chesnut and Third.
Franklin House,	J. M. Sanderson & Son,	Chesnut street.
Jones's Hotel,	John A. Jones,	152 Chesnut st
Mansion House,	J. Head,	Third "
Merchants' Hotel,	A. F. Glass,	Fourth "
Morris House,	Thomas Fletcher,	Chesnut "
United States Hotel,	Thomas C. Rea,	" "
Washington House,	H. J. Hartwell,	" "
Howard House,	Mrs. Sweetser,	70 Walnut "
Indian Queen,	Mr. Hubley,	Fourth "
Markoe House,	Mrs. Howell,	Chesnut "
Madison House,	Mr. Freed,	39 North Second st.
Red Lion Hotel,	Mr. Brower,	200 Market "

CITY OMNIBUSES.

<i>Destination.</i>	<i>Route.</i>	<i>Leave</i>	<i>Exchange.</i>	<i>Fare.</i>
Broad street,	Third and Arch streets,	every 10 min.	6½ cts.	
"	" Chesnut "	" 10 "	6½ "	
"	Walnut "	" 12 "	6½ "	
"	Third and Spruce "	" 12 "	6½ "	
Fairmount,	Chesnut and Broad "	" 20 "	6½ "	
Girard College,	Ninth and Ridge road,	" 20 "	6½ "	
" "	Chesnut, Tenth & Coates,	" 10 "	6½ "	
Kensington,	Second and Beach sts.,	" 5 "	6½ "	
"	3d to Germantown r'd & 5th,	" 20 "	6½ "	
Navy Yard,	Second st.,	" 10 "	6½ "	
Norristown railroad,	Chesnut, Sixth & Greene sts.	" 10 "	6½ "	
Richmond village,	Second st.,	" 5 "	6½ "	
Schuylkill Front,	Market "	" 20 "	6½ "	
West Philadelphia,	" "	" 20 "	6½ "	

RAILROAD FROM PHILADELPHIA TO BALTIMORE.

PHILADELPHIA, WILMINGTON, & BALTIMORE R. R., 97 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Phila.	From Balt.	Fare from Phila.
					\$ cts.
Cars leave Philadelphia, from Market st., below Eleventh, at 8 A. M. and 4 P. M., daily.	PHILADELPHIA, ...	0	0	97	
	Gray's Ferry,	3	3	94	12½
	Lazaretto,	7	10	87	25
	Chester,	4	14	83	25
	Marcus Hook, ...	3	17	80	25
RETURNING, Cars leave Baltimore at 9 A. M. and 8 P. M., daily.	Naaman's Creek ..	2	19	78	37½
	WILMINGTON, ...	8	27	70	50
	Newport,	4	31	66	62½
	Stanton,	2	33	64	75
	Newark,	6	39	58	1 00
Usual time, 6 hours.	Elkton,	6	45	52	1 50
	Northeast,	6	51	46	1 75
	Charlestown, ...	3	54	43	1 87½
	Cecil,	5	59	38	2 00
	Havre de Grace, ..	1	60	37	2 00
	Hall's X Roads, ..	5	65	32	2 25
	Perryman's,	3½	68½	28½	2 50
	Gunpowder,	8½	77	20	2 50
	Harewood,	2½	79½	17½	2 50
	Chase's,	1½	81	16	2 50
	Stemmer's Run, ..	5½	86½	10½	2 75
	Canton,	7½	94	3	3 00
	BALTIMORE,	3	97	0	3 00

PHILADELPHIA AND BALTIMORE

STEAMBOAT AND RAILROAD LINE.

CITIZENS' UNION LINE, via New Castle and Frenchtown Railroad. A steamboat leaves Philadelphia daily, Sundays excepted, from the foot of Dock street, during navigation.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Phila.	From Balt.	Fare from Phila.
					\$ cts.
Leave Philadelphia at 3½ o'clock, P. M.	PHILADELPHIA, ...	0	0	116	
	Chester, <i>by st'mb't</i> , ..	18	18	98	25
	New Castle, do.	18	36	80	50
Leave Baltimore at 8 o'clock, P. M., daily, Sundays excepted.	Frenchtown, R. R., ..	16	52	64	1 50
	Ford's Landing, <i>by steamboat</i> ,	14	66	50	2 50
	BALTIMORE, do... ..	50	116	0	3 00

CAMDEN AND WOODBURY RAILROAD, 9 miles. Passengers leave Philadelphia, from the foot of Walnut st., several times daily, for Woodbury, N. J. Distance, 10 miles. Usual fare, 25 cents.

PHILADELPHIA, GERMANTOWN, & NORRISTOWN RAILROAD, 17 miles; including the Germantown Branch, 21 miles.

Cars leave Philadelphia from the corner of Ninth and Greene sts., several times daily, for Germantown and Norristown, stopping at the intermediate places

RAILROAD ROUTE

FROM PHILADELPHIA TO POTTSVILLE.

PHILADELPHIA, READING, & POTTSVILLE RAILROAD, 93 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Phila.	From Pottsville.	Fare from Phila.
					\$ cts.
Cars leave Philadelphia from corner of Broad and Cherry sts., at 9 o'clock, A. M., daily, Sundays excepted.	PHILADELPHIA, ...	0	0	93	
	Inclined Plane, ...	5	5	88	12½
	Manayunk,	2	7	86	25
	Spring Mill,	5	12	81	40
	Norristown,	5	17	76	50
	Valley Forge,	6	23	70	80
	Phoenixville,	4	27	66	1 00
Return cars leave Pottsville at 9 o'clock A. M., and Reading at 11 o'clock A. M.	Royer's Ford,	4	31	62	1 25
	Pottstown,	9	40	53	1 60
	Douglassville,	4	44	49	1 75
	Baumtown,	5	49	44	1 90
	READING,	9	58	35	2 25
	Althouse's,	8	66	27	2 50
	Mohrsville,	2	68	25	2 60
	Hamburg,	7	75	18	2 90
	Port Clinton,	3	78	15	3 00
	Scotchman's Locks	5	83	10	3 15
	Orwigsburg,	3	86	7	3 25
	Schuylkill Haven,	3	89	4	3 40
	POTTSVILLE,	4	93	0	3 50

Second class cars, from Philadelphia to Reading, \$1 90
 " " from Philadelphia to Pottsville, 3 00

Usual time from Philadelphia to Pottsville, 5 h'rs. 20 min.

RAILROAD ROUTE FROM PHILADELPHIA TO HARRISBURG.

COLUMBIA AND PHILADELPHIA RAILROAD, . . . 70 miles.
HARRISBURG AND LANCASTER " . . . 37 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Phila.	From Har.	Fare from Phila.
					\$ cts.
Passenger cars leave	PHILADELPHIA, . . .	0	0	107	
Philadelphia, from	Inclined Plane, . . .	4	4	103	12½
274 Market street,	Whitehall,	7	11	96	37½
daily, at	Morgan's Corner, .	3	14	93	50
8 o'clock, A. M.,	Eagle,	3	17	90	62½
10 " "	Paoli,	4	21	86	75
12 " M.	Steamboat Hotel, . .	5	26	81	1 00
	Oakland,	4	30	77	1 12½
Usual time, 7 hours.	Downingtown, . . .	3	33	74	1 25
	Coatesville,	8	41	66	1 50
	Parksburg,	4	45	62	1 75
	Pennington,	3	48	59	1 75
	Gap,	4	52	55	2 00
	Kinzer's,	3	55	52	2 00
	Leimon Place, . . .	3	58	49	2 25
	LANCASTER, *	12	70	37	2 50
	Landisville,	7	77	30	2 75
	Mount Joy,	5	82	25	3 00
	Elizabethtown, . . .	6	88	19	3 25
	Conewago,	4	92	15	3 37½
	Middletown,	5	97	10	3 62½
	Highspire,	3	100	7	3 75
	HARRISBURG,	7	107	0	4 00

* From Lancaster to Columbia, 12 miles. Fare from Philadelphia, \$2 87½.

ROUTES FROM HARRISBURG TO PITTSBURG, &c.

At Harrisburg this line connects with the Railroad and Stage Line for Carlisle, Chambersburg, and Pittsburg—with the Packet Boats for Lewistown, Huntingdon, Hollidaysburg, and Pittsburg,—also with the Susquehanna Packet Boats to Northumberland, Milton, Muncy, Williamsport, &c.

Through tickets for any of the above places can be secured at the depot, 274 Market st., Philadelphia.

The CUMBERLAND VALLEY RAILROAD, 56 miles, extends from Harrisburg to Chambersburg. Total distance from Philadelphia to Chambersburg, by railroad, 163 miles. This road connects with a line of travel to Pittsburg and other places.

ROUTES BETWEEN PHILADELPHIA & NEW YORK.

There are two great lines of travel between the cities of Philadelphia and New York:—

1st. The *Camden and Amboy Railroad Line*, commencing at Camden, N. J., opposite the city of Philadelphia, and extending along the left bank of the Delaware river to Bordentown, then diverging across the state of New Jersey to South Amboy, on Raritan bay, whence passengers are conveyed by steamboat to the city of New York, usually passing through Staten Island sound, and across the bay of New York, and landing near the Battery.

2d. By a continuous line of railroads, running from Philadelphia, on the right bank of the Delaware to Morrisville, opposite the city of Trenton, N. J.,—thence across the Delaware river, through Trenton, New Brunswick, Elizabethtown, and Newark, to Jersey City, whence passengers are conveyed across the Hudson river—here about one mile wide—in commodious steam ferry-boats, to the foot of Cortland street, in the city of New York.

RAILROAD ROUTE**FROM PHILADELPHIA TO NEW YORK, VIA TRENTON, NEW BRUNSWICK, AND NEWARK.**

On leaving Philadelphia by this route, the passengers are usually conveyed by steamboat, during the season of navigation, from Walnut st. wharf to BRISTOL, Pa., 20 miles by water. This is a pleasant place, situated on the west side of the Delaware river, 10 miles below Trenton, N. J., by railroad. Here terminates the Delaware Branch of the Pennsylvania Canal, in a spacious basin, which communicates with the Delaware river.

BURLINGTON, N. J., is situated on the east side of Delaware river, nearly opposite Bristol, being 12 miles below Trenton, by the river, which is somewhat circuitous. The banks of the river in this vicinity are bordered by elegant dwellings, chiefly the country-seats of opulent citizens of Philadelphia.

BORDENTOWN, N. J., situated on the east side of the Delaware river, 27 miles from Philadelphia, is on the line of the

Camden and Amboy Railroad, connected, however, with the *New Brunswick and Trenton Railroad*, by a branch road, 7 miles in length. Here terminates the *Delaware and Raritan Canal*, affording a water communication between the cities of Philadelphia and New York. Joseph Bonaparte (Count de Surveilliers) chose this as the place of his residence while in the United States, and erected a splendid mansion, surrounded by extensive and highly ornamented grounds, which still belong to the family.

The city of TRENTON, 29 miles from Philadelphia, and 59 miles from New York, by railroad route, is the capital of the state of New Jersey. It stands on the left bank of the Delaware river, at the head of sloop navigation, and contains a state house, built of stone; a house for the residence of the governor; 3 fire-proof state offices, and a state prison; 7 churches; 2 banks; a public library, and a lyceum. Population in 1840, 4,035. This place is memorable for the "Battle of Trenton," December 25th, 1776, when 1000 Hessians were captured by Gen. Washington, with a trifling loss on the part of the Americans.

PRINCETON, 10 miles from Trenton, is pleasantly situated a short distance north of the railroad. It is mostly built on one extended street, and contains about 1200 inhabitants. The *College of New Jersey* is located here, having been founded in 1746, at Elizabethtown, and removed to Princeton in 1757. It has a president, 12 professors, 263 students, and a library of 11,000 volumes. The commencement is on the last Wednesday in September. The *Princeton Theological Seminary*, of the Presbyterian church, and founded in 1812, is also located here. It has 5 professors, 113 students, and 7000 volumes in its library.

The city of NEW BRUNSWICK, 29 miles from Trenton, and 31 miles from New York, by railroad, stands on the right bank of the Raritan river, 14 miles from the head of the bay at Amboy. It was incorporated in 1784, and now contains a court-house and jail, 7 churches, 2 banks, and 8,693 inhabitants. This is the seat of *Rutgers' College*, which was founded in 1770, and has a president, 10 professors, and between 80 and 90 students. The *Delaware and Raritan Canal* commences at New Brunswick, and runs through Trenton to Bordentown, a distance of 42 miles, affording a safe water communication between the cities of New York and Philadelphia.

RAHWAY, 12 miles from New Brunswick, and 19 miles

from New York, is situated on both sides of Rahway river. The village contains about 2,500 inhabitants, 6 churches, an academy, a bank, and an insurance office, besides several large manufacturing establishments.

ELIZABETHTOWN, 5 miles from Newark, and 14 miles from New York, is a delightful place of residence, situated about 2 miles west of Elizabethport, on Staten Island sound. It contains a court-house and jail, a bank, an insurance office, and 6 churches. The population is about 3000. The New Jersey Railroad, and the Elizabethtown and Somerville Railroad, both pass through this place. The latter commences at Elizabethport, from whence a steamboat runs several times daily to the city of New York, passing through "the Kills," and the bay of New York, affording a delightful excursion during the summer months.

The city of NEWARK, 9 miles from New York, and 79 miles from Philadelphia, is advantageously situated on the west side of the Passaic river, three miles from its entrance into Newark bay. This is the most flourishing and populous place in the state, containing, in 1840, 17,290 inhabitants. It is regularly laid out, the streets being generally broad and straight, many of them ornamented with shade trees. Two large public squares, bordered by lofty trees, add much to the beauty of the city, which is a very desirable place of residence. The public buildings are, a court-house and jail; 17 churches, several of them being handsome and costly edifices; 3 banking-houses, and 3 insurance companies. The trade and navigation of Newark is large and increasing, there being here owned between 60 and 70 vessels, engaged in the coasting trade, besides some whale-ships. The manufacture of articles of leather, and of carriages, is very extensive, employing a capital of about \$500,000, and several hundred mechanics. In addition to the *New Jersey Railroad*, which passes through the city, the *Morris and Essex Railroad* commences at this place, and extends to Morristown, 22 miles. The *Morris Canal* also runs through the city, in its route from Jersey City to the Delaware river. On leaving Newark, the line of the railroad passes over the Passaic river, across an extensive marsh, and over the Hackensack river to *Bergen Hill*, which is passed through by means of a deep rock excavation.

JERSEY CITY, 87 miles from Philadelphia, by railroad route, is situated on the west side of the Hudson, opposite New York, with which it is connected by a steam-ferry, the

river here being about one mile wide. This is a flourishing place of business, where are located a number of extensive manufacturing establishments. It was chartered as a city in 1820, and now contains about 5000 inhabitants. The *New Jersey Railroad*, and the *Paterson and Hudson Railroad*, both commence here, and have fine depots and workshops. The *Morris Canal*, 101 miles long, also terminates at this place, in a large basin constructed for the accommodation of canal boats.

PATERSON AND HUDSON RAILROAD, 16 MILES.

Passengers leave New York, from the foot of Cortland st., (Jersey City ferry,) at 9 $\frac{1}{4}$ A. M., 12 $\frac{1}{2}$ P. M., and 4 $\frac{1}{4}$ P. M., for Paterson, N. J. Distance, 17 miles. Fare, 50 cts.

MORRIS AND ESSEX RAILROAD, 22 MILES.

Cars leave the city of Newark for Morristown, from the depot in Broad st., at 10 o'clock, A. M., and 4 P. M. Usual fare, 75 cents.

On the arrival of the morning cars at Morristown, stages are in readiness, to convey passengers to Easton, Pa., and other places.

NEW YORK, ELIZABETHTOWN, AND SOMERVILLE STEAMBOAT AND RAILROAD LINE.

Steamboats leave New York several times daily, from the foot of Battery pl., for New Brighton, Port Richmond, and Elizabethport. At the latter place commences the *Elizabethtown and Somerville Railroad*, which extends to Somerville, a distance of 26 miles. Total distance from New York, 38 miles.

CITY OF NEW YORK.

[For a description of the city of New York, see "THE NEW YORK CITY GUIDE."

PRINCIPAL HOTELS IN NEW YORK.

<i>Names.</i>	<i>Proprietors.</i>	<i>Location.</i>
American Hotel,	Wm. B. Cozzens,	Broadway, c. Barclay.
Astor House,	Coleman & Stetson,	Br'dway b. Vesey & do.
Athenæum Hotel,	B. L. Eaton,	347 Broadway.
Atlantic Hotel,	Wm. C. Anderson,	5 Broadway.
Barclay st. Hotel,	A. Harrison,	West, c. Barclay.
Battery Hotel,	Mary Pettet,	Battery pl., c. Greenwich.
Broad st. Hotel,	M. S. Thresher,	Broad, c. Pearl.
Bull's Head,	George Lynch,	3d Avenue, c. 26th St.
Carlton House,	Benson & Hodges,	Broadway, c. Leonard.
City Hotel,	Chester Jennings,	Br'd'y, b. Cedar & Thames
Clinton Hotel,	Hodges & Blasdel,	3 Beekman.
Commercial Hotel,	John Patten,	73 Cortlandt.
Croton Hotel,	John L. Moore,	142 Broadway.
Dunning's Hotel,	Smith Dunning,	Cortlandt, c. Washington.
Eastern Pearl st. House,	George Seeley,	309 Pearl, c. Ferry.
Exchange Hotel,	H. N. Carr,	28 Cortlandt.
Franklin House,	Hayes & Treadwell,	Broadway, c. Dey.
Globe Hotel,	Francis Blancard,	66 Broadway.
Hotel Français,	Sebastian Blin,	7 Warren.
Howard's Hotel,	Thomas & Roe,	Br'dw'y, c. Maiden Lane.
Lovejoy's Hotel,	J. S. Libby,	Park Row, c. Beekman.
Mansion House,	Wm. J. Bunker,	39 Broadway.
Merchants' Hotel,	W. Muirhead,	41 Cortlandt.
National Hotel,	C. Wyckoff & Co.,	5 " "
New England House,	P. Wight,	111 Broadway.
New York Hotel,	J. J. Comstock,	Broadway, c. Waverly pl.
North American Hotel,	John Emmans,	30 Bowery.
Northern Hotel,	James Harrison,	Cortlandt, c. West.
Pacific Hotel,	Boody & Parsons,	162 Greenwich.
Pearl st. House,	J. M. Flint & Co.,	88 Pearl.
Rochester Hotel,	John Webster,	31 Cortlandt.
Spanish Hotel,	Francis Alpaya,	65 Fulton.
St. George's Hotel,		61 Broadway.
Tammany Hall,	Win. Pearsall,	Nassau, c. Frankfort.
Tremont Temp. House,	R. Churchill,	110 Broadway.
United States Hotel,	Henry Johnson,	Fulton, b. Pearl & Water.
Walton House,	Margaret Fowler,	326 Pearl.
Western Hotel,	Dwier & Barber,	9 Cortlandt.

In addition to the above Hotels, there are numerous private *Boarding Houses* in different parts of the city, and *Restaurants*, or *Eating Houses*, which are much frequented by citizens and strangers.

RAILROAD ROUTE FROM NEW YORK TO PHILADELPHIA.

NEW JERSEY RAILROAD, (Jersey City to New Brunswick,)	30 miles.
NEW BRUNSWICK AND TRENTON RAILROAD,	29 "
PHILADELPHIA AND TRENTON RAILROAD,	28 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From N. Yk.	From Phila.	Fare from N. Yk.
					\$ cts.
Passengers leave N. York, from foot of Liberty st., daily, at 9 A. M., and at 4 $\frac{3}{4}$ P. M.	NEW YORK,	0	0	88	
	Jersey City,	1	1	87	
	Newark,	8	9	79	
	Elizabethtown, . . .	5	14	74	
	Rahway,	5	19	69	
	Metuchin,	8	27	61	
RETURNING, Passengers leave	<i>New Brunswick</i> , . .	4	31	57	
Walnut st. wharf	Kingston,	14	45	43	2 00
by steamboat, at 8 A. M., and 5 P. M., for Bristol, Penn., thence by cars to Jersey City.	Princeton,	4	49	39	2 00
	TRENTON,	10	59	29	2 50
	Morrisville, Pa., . .	1	60	28	2 50
	Bristol,	9	69	19	3 50
	Andalusia,	4	73	15	
	Cornwell's,	2	75	13	
	Depot,	11	86	2	
	PHILADELPHIA, . . .	2	88	0	4 00

Fare through in second class cars, \$3.

Time from New York to Philadelphia, 5 $\frac{1}{2}$ hours.

Passengers during the season of navigation, are usually conveyed from Bristol to Philadelphia by steamboat.

This is the most expeditious route between New York and Philadelphia, passing over the Hudson, Raritan, and Delaware rivers, and through several thriving cities and villages,—some of them celebrated for their beauty of location, and others for historical incidents, enacted during the revolutionary war. The scenery in the vicinity of the Delaware river, below Trenton, is also exceedingly beautiful and interesting.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

FALL AND WINTER ARRANGEMENT,

Commencing Monday, Oct. 27, 1845.

Newark Accommodation Line, from the foot of Cortland st., every day, except Sunday.

NEW YORK AND NEWARK.

<i>Leave New York,</i>		<i>Leave Newark,</i>	
9 A. M.	2 P. M.	7½ A. M.	1½ P. M.
11 " "	3 Freight.	8 Freight.	4 " "
12 M.	4 " "	8½ " "	4½ " "
	4¾ " "	9 " "	6 " "
	6 " "	11 " "	9½ Phila.
	7 " "		

NEW YORK AND ELIZABETHTOWN.

<i>Leave New York,</i>		<i>Leave Elizabethtown,</i>	
9 A. M.	2 P. M.	7 A. M.	3½ P. M.
11 " "	3 Freight.	7½ Freight.	4½ " "
	4¾ " "	8½ " "	9½ Phila.
	6 " "	10½ " "	

NEW YORK AND RAHWAY.

<i>Leave New York,</i>		<i>Leave Rahway,</i>	
9 A. M.	3 P. M. Fr't.	6¾ A. M.	4 P. M.
11 " "	4¾ " "	7 Freight.	9 Phila.
	6 " "	8½ " "	

NEW YORK AND NEW BRUNSWICK.

<i>Leave New York,</i>		<i>Leave New Brunswick,</i>	
9 A. M.	3 P. M. Fr't.	6 A. M. Fr't.	8½ P. M.
	4¾ " "	7½ " "	Phila.
		11 " "	

ON SUNDAYS.

<i>Leave New York,</i>		<i>Leave New Brunswick,</i>	
9 A. M.	4¾ P. M.	12 M.	8½ P. M.

Fare,—except in the Philadelphia trains,—

Between New York and New Brunswick, 50 cts.

" " Rahway, . . 31½ "

" " Elizabethtown, . . 31½ "

" " Newark, . . 25 "

Newark, Elizabethtown, Rahway, and New Brunswick passengers, who procure their tickets at the ticket office, receive a ferry ticket gratis, for Jersey City.

STEAMBOAT & RAILROAD ROUTE BETWEEN NEW YORK AND PHILADELPHIA

STEAMBOAT, (from N. York to South Amboy, N. J.,) 28 miles.

CAMDEN AND AMBOY RAILROAD, 61 "

Passengers leave New York from Pier No. 2, near the Battery.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From N. Yk.	From Phila.	Fare from N. Yk.
					\$ cts.
A steamboat leaves	NEW YORK,	0	0	90	
N. York daily, Sun-	Elizabethport, . . .	12	12	78	
days excepted, ev-	Perth Amboy, . . .	15	27	63	25
ery morning, for	South Amboy, . . .	1	28	62	25
South Amboy, &c.	Spottswood,	10	38	52	75
	Hightstown,	11	49	41	1 50
RETURNING,	Sand Hills,	9	58	32	2 00
Passengers leave	Bordentown,	5	63	27	2 50
Walnut st. ferry at	Burlington,	8	71	19	2 50
6 A. M.	Camden,	18	89	1	3 00
	PHILADELPHIA, . . .	1	90	0	3 00

Fare through in second class cars, \$2.25.

Usual time from New York to South Amboy, 2 hours ;
from South Amboy to Philadelphia, 4½ hours.

During the summer season, passengers are usually conveyed by steamboat from Bordentown to Philadelphia, stopping at Bristol, Pa., to land and receive passengers.

This is a pleasant route during warm weather, affording a fine view of the harbor and bay of New York, Staten Island, and the New Jersey shore,—passing through Staten Island sound, and landing at South Amboy, at the mouth of the Raritan river, where commences the Camden and Amboy Railroad.

On arriving at Bordentown, the Delaware river and surrounding country presents varied and picturesque scenery, much enhanced by the high state of cultivation and beautiful country residences which adorn the banks of the Delaware, for many miles above and below Philadelphia.

STEAMBOAT & RAILROAD ROUTE
FROM NEW YORK TO MIDDLETOWN, ORANGE CO.,
VIA NEW YORK AND ERIE RAILROAD.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From N. Yk.	From M'd't'n	Fare from N. Yk.
					\$ cts.
FALL ARRANGEMENT.	NEW YORK,	0	0	77	
—	Piermont,	24	24	53	25
A steamboat leaves	Blauveltville,	4	28	49	25
N. York daily, Sun-	Clarkstown,	5	33	44	30
days excepted, from	Morsey's,	4	37	40	40
foot of Duane st., at	Suffern's,	5	42	35	60
8 A. M. and 3 P. M.	Ramapo,	2	44	33	65
	Monroe Works, ...	8	52	25	1 00
RETURNING,	Turner's,	5	57	20	1 25
Leaves Middletown	Monroe Village, ...	3	60	17	1 30
at 7 A. M. & 3½ P. M.	Chester,	5	65	12	1 40
	GOSHEN,	5	70	7	1 50
	Newhampton,	4	74	3	1 65
	MIDDLETOWN,	3	77	0	1 75

Usual time from New York to Piermont, 1 hour 45 min. ;
from Piermont to Middletown, 3 hours 45 minutes.

The steamboat **ST. NICHOLAS**, Capt. A. H. Schultz, runs
between New York and Piermont, a distance of 24 miles,
summer and winter.

Stages run from Middletown daily, in connection with the
afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt.
Pleasant, Binghamton, Owego, Port Jervis, Honesdale, Car-
bondale, &c. On Mondays, Wednesdays, and Fridays, to
Dundaff, Montrose, Friendsville, Lenox, Brooklyn, &c.

HUDSON RIVER STEAMBOATS.

Steamboats of a large class leave New York every morn-
ing and evening, daily, for Albany and Troy, during the
season of navigation, stopping at the intermediate landings.
Other lines leave New York in the evening, for the above
places, running through without landing.

For further particulars, see "**THE NORTHERN TRAVELLER,**
OR HUDSON RIVER GUIDE."

HARLEM RAILROAD.

Extending from City Hall, N. Y., to White Plains, 26 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From New York	From W. Plains.	Fare from New York.
					cts.
WINTER ARRANGEMENT. — Cars leave N. York for White Plains at 7½ and 10½ A. M., and at 1 and 3½ P. M. daily. Leave Williams's Bridge eight times daily. RETURNING, Leave White Plains four times daily.	NEW YORK,	0	0	26	
	Harlem,	8	8	18	12½
	Morrisania,	1	9	17	12½
	Fordham,	3½	12½	13½	20
	Williams's Bridge,	1½	14	12	25
	Hunt's Bridge,	4	18	8	37½
	Tuckahoe,	2½	20½	5½	37½
	Hart's Corners, ...	3½	24	2	50
	WHITE PLAINS, ...	2	26	0	50
	"				

Usual time through, 1 hour 45 minutes.

The White Plains trains will stop, after leaving the City Hall, only at the corner of Broome st. and the Bowery, Vauxhall Garden, and 27th street. An extra car will precede each train 10 minutes before the time of starting from the City Hall, and will take up passengers along the line.

The City Hall and 27th street line will run every 6 minutes, from 7½ A. M. to 8 P. M.

The City Hall and 27th street night line will run every 20 minutes, from 8 to 12.

On Sundays, the trains will be regulated according to the weather.

Fare, any distance in the train cars between the City Hall and Harlem, 12½ cents.

Passengers are conveyed by stages from White Plains, on the arrival of the cars, to different parts of Westchester county, and to Stamford, Ct.

Passengers for East Chester, New Rochelle, and Mamaroneck, will leave Williams's Bridge, on the arrival of the 7½ A. M. and 2½ P. M. trains from the City Hall. Leave Mamaroneck at 7 A. M. and 2 P. M. Leave New Rochelle at 7½ A. M. and 2½ P. M.

TABLE OF DISTANCES BETWEEN NEW YORK AND ALBANY.

DISTANCES between New-YORK
and ALBANY, on the east side of
Hudson river, by mail route.

NAMES.	Place to place.	From N. York.	From Albany.
NEW-YORK,.....	0	0	154
King's Bridge, ...	13	13	141
Yonker's,.....	4	17	137
Dobb's Ferry,....	5	22	132
Tarrytown,.....	6	28	126
Sing-Sing,.....	6	34	120
Croton River,....	2	36	118
Peekskill,.....	10	46	108
Phillipsburgh, ...	9	55	99
Fishkill,.....	10	65	89
POUGHKEEPSIE, ...	13	78	76
Hyde Park,.....	6	84	70
Rhinebeck,.....	10	94	60
Redhook, Lower, ..	6	100	54
Redhook, Upper, ..	3	103	51
Clermont,.....	5	108	46
Blue Store,.....	2	110	44
HUDSON,.....	11	121	33
Stuyvesant Falls, ..	8	129	25
Kinderhook,.....	5	134	20
Schodack Centre, ..	10	144	10
Greenbush,.....	9	153	1
ALBANY,.....	1	154	0

DISTANCES between New-YORK
and ALBANY, on the west side of
Hudson river, via. Piermont.

NEW-YORK,.....	0	0	167
Piermont, by s. b. .	24	24	143
Ramapo, by r. r. .	20	44	123
Monroe Works, do	8	52	115
Turners' Dépôt, do	5	57	110
NEWBURGH, stage, ..	17	74	93
Marlborough, do	8	82	85
Milton do	4	86	81
New Paltz, do	4	90	77
Esopus, do	9	99	68
Rondout, do	8	107	60
KINGSTON, do	2	109	58
Glasco, do	9	118	49

Saugerties, stage, ..	3	121	46
Malden, do	3	124	43
CATSKILL, do	9	133	34
Athens, do	6	139	28
Coxsackie, do	8	147	20
N. Baltimore, do	6	153	14
Coeymans, do	2	155	12
ALBANY, do	12	167	0

DISTANCES of places on the Hud-
son river, from ALBANY and
NEW-YORK.

NEW-YORK,.....	0	0	145
Bull's Ferry, N. J	6	6	139
Manhattanville, ..	2	8	137
Fort Lee, N. J.	2	10	135
Spuyten Duyvel c. .	3	13	132
Yonkers,.....	4	17	128
Hastings,.....	3	20	126
Dobb's Ferry,	2	22	123
Piermont,.....	2	24	121
Tarrytown,.....	3	27	118
Sing-Sing,.....	6	33	112
Verplank's Point, ..	7	40	105
Caldwell's Landing	4	44	101
West Point,.....	8	52	93
Cold Spring,.....	2	54	91
Cornwall,.....	3	57	88
Newburgh,.....	4	61	84
New-Hamburgh, ..	6	67	78
Milton,.....	3	70	75
Poughkeepsie,....	4	74	71
Hyde Park,.....	6	80	65
Pelham,.....	4	84	61
Rhinebeck,.....	6	90	55
Redhook, Lower, ..	7	97	48
Redhook, Upper, ..	3	100	45
Saugerties,.....	1	101	44
Bristol, or Malden	1	102	43
Catskill,.....	9	111	34
Hudson,.....	5	116	29
Coxsackie,.....	8	121	21
Kinderhook Land. .	3	127	18
New-Baltimore, ..	4	131	14
Coeymans,.....	2	133	12
Castleton,.....	4	137	8
Overslaugh,.....	5	142	3
ALBANY,.....	3	145	0
TROY,.....	6	151	6

NOTE.—Places in *Italic*, are the usual Steamboat Landings

TABLE OF DISTANCES.

DISTANCES FROM ALBANY TO SARATOGA SPRINGS, via Schenectady.

	Miles.
To Schenectady,	17
Ballston Spa,	14 3/4
Saratoga Springs,	7 3/8

ALBANY TO SARATOGA SPRINGS, via Troy.

Troy,	6
Waterford,	4 10
Mechanicsville,	8 18
Ballston Spa,	12 30
Saratoga Springs,	7 37

Route from SARATOGA SPRINGS to LAKE GEORGE, via Glen's Falls.

Wilton, ..	7
Fortsville, ..	4 1/2 12
Glen's Falls, ..	6 18
Caldwell, (Lake George,) ..	9 27

Route from SARATOGA SPRINGS to WHITEHALL, via Sandy Hill.

Fortsville, ..	12
Sandy Hill, * ..	7 19
Kingsbury, ..	5 24
Fort Ann, ..	5 29
Whitehall, ..	11 40

Stage Route from ALBANY to WHITEHALL.

Troy, ..	6
Lansingburgh, ..	3 9
Schaghticoke, ..	7 16
Easton, ..	10 26
Greenwich, ..	9 35
Argyle, ..	11 46
Hartford, ..	10 56
Granville, ..	7 63
Whitehall, ..	9 72

*To Dunham's Basin 2 miles.

CANAL ROUTE from ALBANY to WHITEHALL.

NAMES.	Place to place.	From Albany.	Whitehall.
ALBANY,	0	0	72
WEST-TROY,	6	6	66
Junction,	2	8	64
WATERFORD,	3	11	61
Mechanicsville, ..	8	19	53
Stillwater Village, ..	4	23	49
Bleecker's Basin, ..	2	25	47
Wilber's Basin, ..	2	27	45
Van Duzen's L. ..	5	32	40
Schuylerville,	3	35	37
Saratoga Bridge, ..	2	37	35
Fort Miller,	3	40	32
Moses Kill,	3	43	29
Fort-Edward,	5	48	24
Glen's Falls Fr. ..	2	50	22
Dunham's Basin, ..	1	51	21
Smith's Basin, ..	5	56	16
Fort-Ann,	4	60	12
Comstock's L.	4	64	8
WHITEHALL,	8	72	0

DISTANCES FROM PORT TO PORT BETWEEN WHITEHALL & MONTREAL.

WHITEHALL,	0	0	180
Benson, Vermont, ..	13	13	167
Orwell, do..	7	20	160
Ticonderoga,	4	24	156
Shoreham, do..	2	26	154
Bridport, do..	9	35	145
Chimney Point, do	6	41	139
Port Henry,	2	43	137
West Port,	11	54	126
Fort Cassin, do..	7	61	119
Essex,	7	68	112
BURLINGTON do..	14	82	98
Port Kent,	10	92	88
PLATTSBURGH,	15	107	73
Chazy,	16	123	57
Rouse's Point, ...	9	132	48
Isle aux Noix, Can.	12	144	36
St. John's, do.	12	156	24
La Prairie, R. R.	15	171	9
MONTREAL, S. boat,	9	180	0

STEAMBOAT & RAILROAD ROUTE BETWEEN NEW YORK, ALBANY, AND TROY, VIA HOUSATONIC RAILROAD.

STEAMBOAT, (from N. Y. to Bridgeport, Ct.,)	60 miles.
HOUSATONIC RAILROAD, (from Bridgeport to Massachusetts State Line,)	74 "
BERKSHIRE & WEST STOCKBRIDGE R. R.,	24 "
ALBANY AND WEST STOCKBRIDGE R. R.,	38 "
TROY AND GREENBUSH do.	6 "

Steamboats NIMROD, EUREKA, and MUTUAL SAFETY.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From N. Yk.	From Alb'y.	Fare from N. Yk.
					\$ cts.
Passengers leave N. York from the foot of Market st., E. R., at 6½ A. M. daily, Sundays excepted.	NEW YORK,	0	0	196	
	Bridgeport,	60	60	136	
	Stepney,	10	70	126	
	Bottsford,	5	75	121	
	Newtown,	4	79	117	
	Hawleysville,	4	83	113	
	Brookfield,	6	89	107	
RETURNING, Cars leave Troy at 6¼ and Albany at 7 A. M. daily, Sundays excepted.	New Milford,	6	95	101	
	Gaylord's Bridge, .	6	101	95	
	Kent,	6	107	89	
	Cornwall Bridge, ..	8	115	81	
	Cornwall,	4	119	77	
Usual time from New York to Albany, 14 hours.	Canaan Falls,	7	126	70	
	Mass. State Line, .	7	133	63	
	Sheffield,	7	140	56	
	Great Barrington, .	6	146	50	
	Van Deusenville, .	2	148	48	
	West Stockbridge, ..	8	156	40	
	N. Y. State Line, .	2	158	38	
	Canaan,	5	163	33	
	Chatham 4 Corners	10	173	23	
	Kinderhook,	7	180	16	
	Schodack,	8	188	8	
	ALBANY,	8	196	0	
	TROY,	6	202	6	

STAGE LINE FROM TROY TO MONTREAL.

Winter Arrangement.

Passengers for Montreal go directly through in the RED-BIRD LINE OF STAGES, in 40 hours from Troy. Fare through from New York to Montreal, \$16. Tickets to be procured on board the steamboat.

ROUTES BETWEEN NEW YORK AND BOSTON.

There are now *four* great lines of travel between the cities of New York and Boston.

1st. By the *Long Island Railroad*, commencing at Brooklyn, and running to Greenport, near the eastern extremity of Long Island,—thence by steamboat, 32 miles, to Allyn's Point, from which place the railroad extends through Norwich, Ct., to Worcester, Mass., and thence to Boston.

2d. By line of steamboats, leaving New York from the foot of Battery Place, and running through Long Island Sound to Stonington,—thence by railroad through Providence, R. I., to Boston.

A line of steamboats, also, during the season of navigation, runs direct to Newport and Providence, connecting, at the latter place, with the cars of the Boston and Providence Railroad.

3d. A line of steamboats leave New York, from Pier No. 1, North river, for New London and Allyn's Point, connecting, at the latter place, with the cars running through Norwich and Worcester, to Boston.

4th. Another line of travel is afforded by a line of steamboats, leaving New York, from Peck Slip, for New Haven,—thence by railroad through Hartford and Springfield to Worcester, and thence to Boston. When the contemplated railroad from the city of New York to New Haven is completed, this route will afford the most speedy mode of conveyance between the two cities.

For further information, see TABLES OF DISTANCES, &c.

WINTER ROUTE BETWEEN NEW YORK AND ALBANY.

During the close of navigation, passengers are conveyed by the Steamboat and Railroad Line running through Long Island Sound, to New Haven, Hartford, and Springfield, Mass.—thence over the Western Railroad, to Albany and Troy.

STEAMBOAT & RAILROAD ROUTE

FROM NEW YORK TO BOSTON, VIA NEW HAVEN
AND SPRINGFIELD.

STEAMBOAT, (from New York to New Haven,)	78 miles.
NEW HAVEN AND HARTFORD RAILROAD, . . .	36 "
HARTFORD AND SPRINGFIELD " . . .	26 "
WESTERN R. R., (from Springfield to Worcester,)	54 "
BOSTON AND WORCESTER Do.,	44 "

Passengers leave New York every morning, from Peck Slip, East River.

TIME OF LEAVING.	PLACES.	Miles.	From N. Yk.	From Bost'n	Fare from N. Yk.
					\$ cts.
FALL ARRANGEMENT.	NEW YORK,	0	0	238	
—	Blackwell's Isl'd, .	4	4	234	
A steamboat leaves	Hell Gate,	3	7	231	
N. York at 6½ A. M.	Brothers' Island, .	3	10	228	
daily, Sundays ex-	Throg's Neck, . . .	5	15	223	
cepted, for New	Hart's Island, . . .	4	19	219	
Haven, connecting	New Rochelle, . . .	4	23	215	
with cars on the	Milton,	4	27	211	
N. Haven & Hart-	Captain's Island, .	4	31	207	
ford Railroad.	Greenwich Point, .	3	34	204	
	Shippan Point, . .	3	37	201	
Usual time from New	Long Neck,	3	40	198	
York to N. Haven,	Norwalk Islands, .	5	45	193	
5 hours; from New	Pine Point,	8	53	185	
Haven to Spring-	Black Rock,	4	57	181	
field, 3½ hours;	Bridgeport,	3	60	178	
from Springfield to	Stratford,	3	63	175	
Boston, 5 hrs. To-	Milford,	4	67	171	
tal, 13½ hours.	Neck Point,	8	75	163	
	NEW HAVEN,	3	78	160	1 50
	North Haven, . . .	6	84	154	
	Wallingford,	6	90	148	
	Meriden,	6	96	142	
	Berlin,	6	102	136	
	New Britain,	4	106	132	
	HARTFORD,	8	114	124	3 00
	Windsor,	6	120	118	
	Conn. Riv. Bridge, .	7	127	111	
	Thompsonville, . .	5	132	106	
	SPRINGFIELD, . . .	8	140	98	4 00
	West Brookfield, .	29	169	69	
	WORCESTER,	25	194	44	
	Framingham,	23	217	21	
	BOSTON,	21	238	0	

RAILROAD & STEAMBOAT ROUTE FROM NEW YORK TO BOSTON, VIA LONG ISLAND.

LONG ISLAND RAILROAD,	96 miles.
STEAMBOAT, (from Greenport to Allyn's Point,)	32 "
NORWICH AND WORCESTER RAILROAD,	66 "
BOSTON AND WORCESTER "	44 "

Passengers leave N. York by the South Ferry, for Brooklyn.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From N. Yk.	From Bost'n	Fare from N. Yk.
					\$ cts.
Cars leave the Depot	NEW YORK,	0	0	238	
in Brooklyn daily,	Brooklyn,	1	1	237	
Sundays excepted,	East New York, ..	5	6	232	12½
for Boston, via Nor-	Union Course, ...	2	8	230	18¾
wich and Worces-	Jamaica,	4	12	226	25
ter, at 7 A. M.	Brushville,	3	15	223	31¼
	Hempstead Br'ch, .	4	19	219	37½
	Hicksville,	8	27	211	44
RETURNING,	Farmingdale,	5	32	206	62½
Cars leave Boston at	Deerpark,	6	38	200	69
8 A. M., by the	Suffolk Station, ...	7	45	193	1 00
same route.	Medford Station, ..	11	56	182	1 18¾
	St. George's Manor	12	68	170	1 62½
Time through, 10½	Riverhead,	7	75	163	1 62½
hours.	Mattetuck,	10	85	153	1 62½
	Southold,	7	92	146	1 62½
	GREENPORT,	4	96	142	2 00
	New London,	24	120	118	
	Allyn's Point,	8	128	110	
	NORWICH,	7	135	103	
	WORCESTER,	59	194	44	
	BOSTON,	44	238	0	3 00

Stages are in readiness, on the arrival of trains at the several stations, to take passengers, at low fares, to all parts of Long Island. A steamboat, also, leaves Greenport for Sag Harbor, on the arrival of the cars.

This is the most expeditious and varied route, in regard to scenery, &c., of any between the cities of New York and Boston. The steamboat route from Greenport to Stonington, or Allyn's Point, is deeply interesting, affording a view of the shores of Long Island, Connecticut, Long Island Sound, and the broad Atlantic ocean. Passengers usually take their meals on board the steamboat, it being two hours' run.

STEAMBOAT AND RAILROAD LINES

RUNNING BETWEEN NEW YORK & BOSTON.

MAIL LINE TO STONINGTON, &c.

Steamboat MASSACHUSETTS, 1000 tons, Capt. Comstock.

" RHODE ISLAND, 1000 " " Thayer.

" NARRAGANSETT, 600 " " Manchester.

One of the above boats leaves New York daily, Sundays excepted, starting from the foot of Battery Pl., at 4 P. M. in winter, and 5 P. M. in summer; connecting, at Stonington, Ct., with the line of railroads running through Providence, R. I., and extending to Boston.

INDEPENDENT LINE OF STEAMBOATS.

Steamboat NEPTUNE, 700 tons, Capt. Rollins.

" OREGON, 1000 " " St. John.

The above boats form a daily line between New York, Newport, and Providence; starting from the North River side, near the Battery, at 4 P. M. in winter, and 5 P. M. in summer. At Providence, this line connects with the railroad cars running to Boston.

NEW YORK AND BOSTON STEAMBOAT AND RAILROAD LINE.

Steamboat CLEOPATRA, 600 tons, Capt. Dustan.

" WORCESTER, 600 " " Bacon.

One of the above boats leaves New York daily, Sundays excepted, at 4 P. M. in winter, and 5 P. M. in summer, starting from Pier No. 1, North river, for New London and Allyn's Point, Ct., connecting with a line of railroads running through Norwich and Worcester, to Boston.

MAIL LINE FOR NEW HAVEN, HARTFORD, &c.

Steamboat NEW CHAMPION, Capt. Stone.

" HERO, " Peck.

One of the above boats leaves New York daily, Sundays excepted, at 6½ o'clock, A. M., from Peck Slip, East River, for New Haven, Ct., connecting with a line of railroads running through Hartford and Springfield, to Boston and Albany.

RAILROAD & STEAMBOAT ROUTE

BETWEEN BOSTON AND NEW YORK, VIA STON-
INGTON.

BOSTON AND PROVIDENCE RAILROAD,	42 miles.
PROVIDENCE AND STONINGTON RAILROAD,	47 "
STEAMBOAT, (from Stonington to New York,)	125 "

Passengers leave Boston for New York, &c., from the depot
at the bottom of the Common.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From N. Yk.	Fare from Bost'n
					\$ cts.
FALL AND WINTER ARRANGEMENT. — Cars leave Boston for New York, daily, Sundays excepted, at 4½ P. M. in win- ter, and 5 P. M. in summer.	BOSTON,.....	0	0	214	
	Dedham,*.....	8	8	206	
	Canton,†.....	6	14	200	40
	Sharon,.....	4	18	196	50
	Foxboro',.....	4	22	192	65
	Mansfield,‡.....	3	25	189	75
	Attleboro',.....	7	32	182	95
	Dodgeville,.....	2	34	180	95
	Sekonk,.....	6	40	174	1 15
	PROVIDENCE,.....	2	42	172	1 25
RETURNING, A steamboat leaves N. York for Ston- ington, at 4 P. M. in winter, and 5 P. M. in summer.	Warwick,.....	6	48	166	
	Apponaug,.....	3	51	163	
	East Greenwich,..	3	54	160	
	North Kingston,..	5	59	155	
	South Kingston,..	8	67	147	
	Richmond,.....	5	72	142	
	Charleston,.....	7	79	135	
	Westerly,.....	5	84	130	
	STONINGTON,.....	5	89	125	2 75
	NEW YORK,.....	125	214	0	

* Dedham Branch Railroad, 2 miles, runs to the village of Dedham.

† Stoughton Branch Railroad, 4 miles, runs to Stoughton.

‡ Taunton Branch Railroad, 11 miles, runs to Taunton; connect-
ing with the railroads extending to New Bedford and Fall River,
Mass.

Usual time from Boston to Stonington, 4 hours.

" " Stonington to New York, 9½ "

ACCOMMODATION TRAINS leave Boston at 8 A. M. and 3½ P. M., and
Providence at 8 A. M. and 3½ P. M.

DEDHAM TRAINS leave Boston at 9 A. M., 3, 5½, and 10 P. M.

" " Dedham at 8 & 10½ A. M., and 4½ & 7 P. M.

STOUGHTON TRAINS leave Boston at 12 M. and 4 P. M.

" " Stoughton at 8.20 A. M. and 2½ P. M.

RAILROAD & STEAMBOAT ROUTE

FROM BOSTON TO NEW YORK, VIA NORWICH, Ct.

BOSTON AND WORCESTER R. R., 44 miles.

NORWICH AND WORCESTER R. R., 66 "

STEAMBOAT, (from Allyn's Point to New York,) . 128 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From N. Yk.	Fare from Bost'n
					\$ cts.
WINTER ARRGM'T	BOSTON,.....	0	0	238	
—	Framingham,	21	21	217	55
Cars leave Boston	WORCESTER,....	23	44	194	1 25
from the Depot, cor.	Oxford,.....	11	55	183	1 65
Lincoln and Beach	Webster,.....	5	60	178	1 75
sts., at 4 P. M. daily,	Fisherville,.....	4	64	174	1 95
Sundays excepted.	Pomfret,.....	6	70	168	2 15
Leave for Norwich at	Daysville,	5	75	163	2 25
8 A. M. & 2½ P. M.	Danielsonville, ...	3	78	160	2 40
	Central Village,...	6	84	154	2 60
RETURNING,	Plainfield,	3	87	151	2 70
Passengers leave N.	Jewett City,	6	93	145	2 90
York in steamboat,	NORWICH,.....	10	103	135	3 00
at 4 P. M., land-	Allyn's Point,	7	110	128	3 25
ing at New London	New London,.....	8	118	120	3 50
and Allyn's Point.	NEW YORK,.....	120	238	0	

Usual time from Boston to Allyn's Point, 110 miles, 4½ hours.

" " " New York, 13½ hours.

RAILROAD & STEAMBOAT ROUTE

FROM BOSTON TO NEW YORK, VIA LONG ISLAND.

Passengers leave Boston by this route, from the Depot, corner of Lincoln and Beach sts., daily, Sundays excepted, at 8 o'clock, A. M., running through without stopping for way passengers,—taking steamer TRAVELLER, at Allyn's Point, 110 miles from Boston, and run to Greenport, a distance of 32 miles,—thence by Long Island Railroad, 96 miles to Brooklyn. Total distance, 238 miles. Usual time, 10½ hours.

INDEPENDENT LINE

FOR N. YORK, VIA PROVIDENCE & NEWPORT, R. I.

Steamer NEPTUNE, Capt. William Rollins.

Passengers leave Boston from the Depot at the foot of the Common, at 4½ o'clock, P. M.

RAILROAD ROUTES FROM BOSTON TO PORTLAND, Me.

UNITED STATES MAIL ROUTE & SEABOARD LINE.

EASTERN RAILROAD, (Boston to Portsmouth, N. H.), 54 miles.

PORTLAND, SACO, AND PORTSMOUTH R. R., . . . 51 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From Port- land.	Fare from Bost'n
					\$ cts.
FALL AND WINTER ARRANGEMENT.	BOSTON,	0	0	105	
	Lynn,	9	9	96	25
	Salem,*	5	14	91	40
Passengers leave Bos- ton, from the Sta- tion in Commercial st., for Portland, at 7½ o'clock, A. M., & at 2½ P. M. daily, Sundays excepted. A train also leaves Boston for Ports- mouth, N. H., at 4½ P. M. For Salem, several times daily, in addition to the above.	Beverly,	2	16	89	45
	Wenham,	4	20	85	56
	Ipswich,	5	25	80	70
	Rowley,	4	29	76	80
	Newburyport, ...	5	34	71	1 00
	Salisbury,	2	36	69	1 08
	Seabrook,	4	40	65	1 16
	Hampton Falls,...	2	42	63	1 24
	Hampton,	2	44	61	1 32
	Greenland,	5	49	56	1 48
	PORTSMOUTH, ...	5	54	51	1 50
	South Berwick,...	12	66	39	1 75
	North Berwick, ...	6	72	33	1 95
RETURNING, Leave Portland for Boston at 7½ A. M. and 3 P. M. daily, Sundays excepted.	Wells,	5	77	28	2 25
	Kennebunk,	5	82	23	2 40
	Saco,	10	92	13	2 90
	Scarboro',	8	100	5	3 00
	PORTLAND,	5	105	0	3 00

* A Branch Railroad extends from Salem to Marblehead, a distance of 4 miles. Fare, 6½ cents.

Usual time, 5¼ hours.

During the season of navigation, passengers are conveyed, in connection with the cars, by steamboat from Portland to the Kennebec and Penobscot rivers,—running to Hallowell and Bangor, and the intermediate places.

Stages connect with this line of travel, running to the White Mountains of New Hampshire, and to all parts of Maine.

RAILROAD ROUTE

FROM BOSTON TO PORTLAND, ME., VIA BOSTON
AND MAINE RAILROAD.

BOSTON AND MAINE EXTENSION RAILROAD, . . .	17 miles.
BOSTON AND MAINE R. R.,	56 "
PORTLAND, SACO, AND PORTSMOUTH R. R., . . .	36 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From Port- land.	Fare from Bost'n
					\$ cts.
FALL AND WINTER ARRANGEMENT.	BOSTON,.....	0	0	109	
	Somerville,.....	2	2	107	10
	Malden,.....	3	5	104	15
Cars leave Boston from the Depot in Canal st., daily, Sundays excepted, for Portland, at 7½ A. M. and 2½ P. M. Leave Boston for Haverhill, N. H., 4 times daily.	North Malden,....	2	7	102	20
	South Reading, ...	3	10	99	25
	Reading,	2	12	97	30
	Wilmington,.....	3	15	94	40
	Ballardvale,	6	21	88	60
	Andover,	2	23	86	60
	North Andover,...	3	26	83	70
	Bradford,.....	5	31	78	85
	Haverhill,	1	32	77	85
	Plaistow,	5	37	72	1 00
	Newtown,.....	3	40	69	1 05
	East Kingston,...	4	44	65	1 20
	Exeter,.....	5	49	60	1 30
	South Newmarket,	4	53	56	1 40
	Newmarket,.....	3	56	53	1 50
	Durham,	5	61	48	1 60
	Madbury,.....	2	63	46	1 70
	Dover,	3	66	43	1 75
	Somersworth,* ...	3	69	40	1 85
	South Berwick, ...	4	73	36	1 90
RETURNING, Cars leave Portland at 7½ A. M. and 3 P. M. daily, Sun- days excepted.	North Berwick,...	3	76	33	
	Wells,	5	81	28	
	Kennebunk,	5	86	23	
	Saco,.....	10	96	13	
	Scarboro',	8	104	5	
	PORTLAND,	5	109	0	3 00

* A Branch Road extends from this Depot to Great Falls Village, a distance of 3 miles.

Usual time from Boston to Portland, 5¼ hours.

☞ A Line of Stages run from this road, at Dover, to Conway, N. H., and the White Mountains.

RAILROAD ROUTE

FROM BOSTON TO CONCORD, N. H.

BOSTON AND LOWELL RAILROAD,	26 miles.
NASHUA AND LOWELL R. R.,	15 "
CONCORD R. R.,	35 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From Con- cord.	Fare from Bost'n
					\$ cts.
WINTER ARRANGE- MENT.	BOSTON,.....	0	0	76	
—	Medford,	5	5	71	15
	South Woburn,*..	2½	7½	68½	20
Cars leave Boston,	Woburn,	2½	10	66	25
from the Depot in	Wilmington,.....	5	15	61	40
Lowell st., daily,	Billerica & Tewks- bury,.....	4	19	57	55
Sundays excepted,	Billerica Mills,....	2½	21½	54½	65
at 7 & 11 A. M., &	LOWELL,	4½	26	50	75
at 2½ & 5 P. M., for	Middlesex,.....	2	28	48	87½
Lowell:— for Na-	Chelmsford,	2	30	46	87½
shua and Concord,	Tyngsboro',	4	34	42	1 00
N. H., at 7 & 11 A.	Little's,	3	37	39	1 12½
M., and 5 P. M.	NASHUA,	4	41	35	1 25
RETURNING,	Thornton's Ferry,-	5	46	30	1 35
Cars leave Concord	Reed's Ferry,	5	51	25	1 40
at 4½ & 11½ A. M.,	Goff's Falls,	4	55	21	1 50
and 3½ P. M.	Manchester,	4	59	17	1 60
Leave Lowell at 7½	Hooksett,.....	8	67	9	1 80
& 11 A. M., and 2	CONCORD,	9	76	0	2 00
& 5½ P. M.					

* A Branch Railroad extends from this Depot to Woburn Centre, a distance of 2 miles.

Usual time from Boston to Concord, 3½ hours.

STAGES, on the arrival of the *first train* at Concord, leave by various routes for Hopkinton, Newport, Claremont, and Windsor; for Lebanon and Hanover; Plymouth and Haverhill; Canaan and Orford; Meredith Bridge, Centre Harbor, and the White Mountains. On the second day from Boston, stages reach Royalton, Middlebury, Montpelier, and Burlington, connecting there with the Steamboat Line to Montreal. Stages also run from Haverhill to Stanstead and Montreal.

RAILROAD ROUTE FROM BOSTON TO FITCHBURG.

FITCHBURG RAILROAD, 50 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From Fitch- burg.	Fare from Bost'n
					\$ cts.
Cars leave the Depot	Boston,.....	0	0	50	
in Charlestown for	West Cambridge, .	6	6	44	15
Fitchburg, at 7½ A.	Waltham,.....	4	10	40	25
M., 11½ A. M., and	Weston,.....	3	13	37	30
4½ P. M. daily. Sun-	Lincoln,.....	3½	16½	33½	40
days excepted.	Concord,.....	3½	20	30	50
	South Acton,.....	5	25	25	65
RETURNING,	West Acton,.....	2	27	23	65
Cars leave Fitchburg	Littleton,.....	4	31	19	80
at 7 A. M., 10½ A.	Groton,.....	4	35	15	90
M., and 4½ P. M.	Shirley,.....	5	40	10	1 00
	Leominster,.....	5	45	5	1 15
	FITCHBURG,.....	5	50	0	1 25

Usual time from Boston to Fitchburg, 2½ hours.

The VERMONT AND MASSACHUSETTS RAILROAD, when finished, will extend from Fitchburg to Brattleboro', a distance of 65 miles.

STAGE ROUTES

THROUGH MASSACHUSETTS, NEW HAMPSHIRE, AND VERMONT.

Stages leave Fitchburg daily, on the arrival of the cars from Boston, for Keene and Walpole, N. H., and for Brattleboro', Chester, Rutland, Bennington, Middlebury, and Burlington, Vt.

Passengers intending to take stages from Fitchburg, can procure railroad and stage tickets at the stage office, in the City Tavern, Brattle st., Boston.

RAILROAD ROUTE

FROM BOSTON TO NEW BEDFORD AND FALL RIVER, MASS.

BOSTON AND PROVIDENCE R. R., to Mansfield,	25 miles.
TAUNTON BRANCH R. R.,	11 "
NEW BEDFORD AND TAUNTON R. R.,	20 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From New Bedfd	Fare from Bost'n
					\$ cts.
FALL AND WINTER ARRANGEMENT.	BOSTON,.....	0	0		
	Canton,	14	14		
	Mansfield,	11	25		
	Norton,	4	29		70
	TAUNTON,	7	36		75
	Myrick's, *.....	6	42		1 00
Cars leave Boston from the Providence Depot, at the foot of the Common, at 8 A. M. & 3½ P. M. daily, Sundays excepted.	NEW BEDFORD,...	14	56		1 50

* The FALL RIVER RAILROAD commences at this Depot, and extends a distance of 14 miles, to the village of Fall River. Passengers are conveyed at the same time with the New Bedford train. Fare from Boston to Fall River, \$1.45.

Usual time from Boston to New Bedford, 3 hours.

RAILROAD ROUTE

FROM PROVIDENCE TO NEW BEDFORD.

Cars leave Providence for Taunton and New Bedford at 8 A. M. and 3½ P. M.

" leave New Bedford for Boston and Providence at 7½ A. M. and 2¾ P. M.

RAILROAD ROUTE

FROM BOSTON TO PLYMOUTH.

OLD COLONY RAILROAD, 37 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From Ply'th	Fare from Bost'n
					\$ cts.
WINTER ARRANGEMENT.	BOSTON,.....	0	0	37	
	Dorchester,.....	3	3	34	
	Neponset,.....	1½	4½	32½	
Cars leave South Boston at 8 A. M. and 3½ P. M.	Quincy,.....	3½	8	29	
	North Braintree, ..	2	10	27	
	West Braintree, ..	1	11	26	
	Weymouth,.....	3	14	23	
	Abington,.....	4½	18½	18½	
RETURNING, Leave Plymouth at 7½ A. M. and 3 P. M. daily, Sundays excepted.	South Abington, ..	1½	20	17	
	Hanson,.....	4	24	13	
	Halifax,.....	4	28	9	
	Plympton,.....	1½	29½	7½	
	Kingston,.....	3½	33	4	
	PLYMOUTH,.....	4	37	0	1 00

RAILROAD & STEAMBOAT ROUTE

FROM BOSTON TO NEW YORK, VIA SPRINGFIELD, HARTFORD, AND NEW HAVEN.

Passengers leave Boston for New York, by this route, at 10 A. M., being conveyed by steamboat from New Haven to New York, a distance of 78 miles; leaving N. Haven at 10 P. M. Total distance from Boston to New York, 238 miles.

The above train connects at Springfield with the N. York and Albany line, during the winter months, at 3 or 3½ P. M., reaching Albany at 9 P. M.

For a table of distances, &c., see page 41.

RAILROAD ROUTE FROM BOSTON TO ALBANY.

BOSTON AND WORCESTER RAILROAD,	44 miles.
WESTERN RAILROAD,	118 "
ALBANY AND WEST STOCKBRIDGE R. R.,	38 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From Alb'y.	Fare from Bost'n
					\$ cts.
WINTER ARRANGE- MENT.	BOSTON,	0	0	200	
—	Brighton,	5	5	195	17
	Angier's Corner, . .	2	7	193	20
Cars leave Boston	Newton,	2	9	191	25
from the Depot, cor.	Needham,	4	13	187	35
Lincoln and Beach	Natick,	4	17	183	45
sts., for Albany and	Framingham,	4	21	179	55
New York, via N.	Hopkinton,	3	24	176	65
Haven, at 10 A. M.	Southboro',	4	28	172	80
and 4 P. M., the lat-	Westboro',	4	32	168	90
ter train stopping	Grafton,	6	38	162	1 05
over night at Sp'ng-	WORCESTER,	6	44	156	1 25
field.	Clappville,	9	53	147	
	Charlton,	4	57	143	
	Spencer,	5	62	138	
	East Brookfield, . .	2	64	136	
	South Brookfield, .	3	67	133	
RETURNING,	West Brookfield, . .	2	69	131	
Leave Albany at 9½	Warren,	4	73	127	
A. M. & 2½ P. M.	Palmer,	10	83	117	
	North Wilbraham, .	6	89	111	
Usual time from Bos-	Wilbraham,	3	92	108	
ton to Albany, 11	SPRINGFIELD,	6	98	102	3 15
hours.	West Springfield, .	2	100	100	
—	Westfield,	8	108	92	
Second class cars,	Russell,	8	116	84	
from Boston to Al-	Chester Village, . .	3	119	81	
bany, \$4.	Chester Factory, . .	7	126	74	
	North Becket,	9	135	65	
	Washington,	3	138	62	
	Hinsdale,	5	143	57	
	Dalton,	3	146	54	
	Pittsfield,	5	151	49	
	Shaker Village, . . .	3	154	46	
	Richmond,	5	159	41	
	N. Y. State Line, .	3	162	38	
	Canaan,	5	167	33	
	East Chatham,	5	172	28	
	Chatham 4 Corners, .	5	177	23	
	Chatham Centre, .	3	180	20	
	Kinderhook,	4	184	16	
	Schodack,	8	192	8	
	ALBANY,	8	200	0	6 00

RAILROAD DIRECTORY FOR BOSTON.

[Prepared expressly for the Daily Evening Traveller.]

WINTER ARRANGEMENTS.

RAILROAD CARS LEAVE BOSTON EVERY DAY,

<i>For</i>	<i>From Depot of</i>	<i>Hours.</i>
Albany & Troy,	Worcester Railroad,	10 A. M. and 4 P. M.
Andover.....	Me. Extension "	7 $\frac{1}{2}$, 11 $\frac{1}{2}$ A. M. and 2 $\frac{1}{2}$, 3 $\frac{1}{2}$, 5 P. M.
Concord, Mass..	Fitchburg "	7 $\frac{1}{2}$ A. M. and 1 $\frac{1}{2}$, 4 $\frac{1}{2}$, 6 P. M.
Concord, N. H..	Lowell "	7, 11 A. M. and 5 P. M.
Dedham.....	Providence "	9 A. M. and 3, 5 $\frac{1}{2}$, 10 P. M.
Dover	Me. Extension "	7 $\frac{1}{4}$ A. M. and 2 $\frac{1}{2}$, 3 $\frac{1}{2}$ P. M.
Exeter	" "	7 $\frac{1}{4}$ A. M. and 2 $\frac{1}{2}$, 3 $\frac{1}{2}$ P. M.
Fitchburg.....	Charlestown,	7 $\frac{1}{2}$ A. M. and 1 $\frac{1}{2}$, 4 $\frac{1}{2}$ P. M.
Fall River	Providence "	8 A. M. and 3 $\frac{1}{2}$ P. M.
Hartford.....	Worcester "	10 A. M. and 4 P. M.
Haverhill.....	Me. Extension "	7 $\frac{1}{4}$ A. M. and 2 $\frac{1}{2}$, 3 $\frac{1}{2}$, 5 P. M.
Lowell	Lowell "	7, 11 A. M. and 2 $\frac{1}{2}$, 5 P. M.
Millbury.....	Worcester "	8 A. M. and 2 $\frac{1}{4}$ P. M.
Nashua	Lowell "	7, 11 A. M. and 5 P. M.
Newburyport ..	Eastern "	7 $\frac{1}{4}$ A. M. and 2 $\frac{1}{2}$, 4 $\frac{1}{2}$ P. M.
New Bedford ..	Providence "	8 A. M. and 3 $\frac{1}{2}$ P. M.
New Haven ...	Worcester "	10 A. M. and 4 P. M.
Newton	" "	9 $\frac{1}{2}$ A. M. and 3, 5 $\frac{1}{2}$, 9 $\frac{1}{2}$ P. M.
Norwich	" "	8 A. M. and 2 $\frac{1}{4}$ P. M.
Plymouth.....	South Boston "	8 A. M. and 3 $\frac{1}{2}$ P. M.
Portland.....	Eastern "	7 $\frac{1}{4}$ A. M. and 2 $\frac{1}{2}$ P. M.
"	Me. Extension "	7 $\frac{1}{4}$ A. M. and 2 $\frac{1}{2}$ P. M.
Portsmouth....	Eastern "	7 $\frac{1}{4}$ A. M. and 2 $\frac{1}{2}$, 4 $\frac{1}{2}$ P. M.
Providence	Providence "	8 A. M. and 3 $\frac{1}{2}$ P. M.
Salem.....	Eastern "	7 $\frac{1}{4}$, 9 A. M. & 12 $\frac{1}{4}$, 2 $\frac{1}{2}$, 3 $\frac{1}{2}$, 4 $\frac{1}{2}$, 6 P. M.
Great Falls	" "	7 $\frac{1}{4}$ A. M. and 2 $\frac{1}{2}$ P. M.
"	Me. Extension "	7 $\frac{1}{4}$ A. M. and 2 $\frac{1}{2}$, 3 $\frac{1}{2}$ P. M.
Springfield....	Worcester "	10 A. M. and 4 P. M.
Stoughton.....	Providence "	12 M. and 4 P. M.
Taunton.....	" "	8 A. M. and 3 $\frac{1}{2}$ P. M.
Worcester.....	Worcester "	8 and 10 A. M. 2 $\frac{1}{4}$ and 5 P. M.
Waltham.....	Charlestown,	7 $\frac{1}{2}$, 10 A. M. and 1 $\frac{1}{2}$, 2, 4 $\frac{1}{2}$, 6 P. M.
Woburn	Lowell, "	8 $\frac{1}{4}$ A. M. and 2 $\frac{1}{2}$, 4 $\frac{1}{4}$ P. M.

STEAMBOAT TRAINS FOR NEW YORK

<i>Via</i>	<i>Days.</i>	<i>From Depot of</i>	<i>Hours.</i>
Norwich.....	Every day except Sunday	Worcester R. R.	4 P. M.
Providence, } ..	" "	Providence "	4 $\frac{1}{2}$ P. M.
Stonington, } ..	" "	" "	"
L. Island R. R. . .	{ (via Norwich,) }	Worcester "	8 A. M.

STEAM PACKETS SAILING FROM BOSTON.

BRITISH AND NORTH AMERICAN ROYAL MAIL
STEAMSHIPS,

Sailing between Boston and Liverpool, England.

<i>Steamers.</i>	<i>Tons.</i>	<i>Commanders.</i>
ACADIA,	1200,	W. Harrison.
BRITANNIA,	1200,	J. Hewitt.
CALEDONIA,	1200,	E. G. Lott.
CAMBRIA,	1400,	C. H. E. Judkins.
HIBERNIA,	1200,	A. Ryrie.

A Steamship leaves Boston twice every month, for Liverpool, Eng.—stopping at Halifax, N. S., to land and receive passengers.

Passage from Boston to Liverpool,	.	.	.	\$120
“ “ “ Halifax,	.	.	.	20

The Steamer PORTLAND, Capt. T. Rogers, leaves Boston every Tuesday, for Eastport, Maine, and thence to St. John's, N. B.—a distance of 400 miles.

The Steamer CHARTER OAK, Capt. S. H. Howes, leaves Portland for Bangor, and intermediate landings on the Penobscot, during the season of navigation, every Monday, Wednesday, and Friday evening, at 9 o'clock, or immediately on the arrival of the afternoon through train of cars from Boston. Returning, will leave Bangor every Monday, Wednesday, and Friday, at 5 o'clock, A. M.

Passengers can secure their Tickets at the Eastern Railroad Depot.

The Steamer KENNEBEC, Capt. N. Kimball, during the season of navigation, leaves T wharf, Boston, for Bath, Gardiner, and Hallowell, Maine, every Tuesday and Friday evening, at 7 o'clock.

Returning, leaves the above places every Monday and Thursday.

☞ Travellers to the east of the Kennebec, and to Quebec, will find this a pleasant and expeditious route.

Steamboats also run from Boston to Portsmouth, N. H., Newburyport, Gloucester, Plymouth, Barnstable, Hingham, and Nahant.

CITY OF BOSTON.

[For a description of the city of Boston, see "PICTURESQUE TOURIST."]

PRINCIPAL HOTELS IN BOSTON.

Albion Hotel,	Tremont, cor. Beacon st.
American House,	42 Hanover st.
Bromfield House,	Bromfield st.
City Tavern,	Brattle st.
Commercial Coffee House,	Milk, cor. Liberty st.
Eastern Hotel Exchange,	Eastern av., near Eastern Railroad Depot.
Elm st. Hotel,	9 Elm st.
Exchange Coffee House,	Devonshire st.
Hanover House,	50 Hanover st.
Marlborough Hotel,	229 Washington st.
Merchants' Exchange Hotel,	State st.
Merrimac House,	Merrimac st.
New England Coffee House,	Clinton st.
Pavilion,	41 Tremont st.
Pearl st. House,	Pearl st.
Tremont House,	Tremont st.
United States Hotel,	{ cor. Beach and Lincoln sts., near West-
Winthrop House,	{ ern Railroad Depot.
	cor. Tremont and Boylston sts.

HOTELS IN THE VICINITY OF BOSTON.

Lynn Hotel,	near the Railroad Depot.
Nahant Hotel,	on the east shore of Nahant, kept by P. Drew.
Norfolk House,	Roxbury, kept by Lefavor & Fish.

PRINCIPAL HOTELS IN PROVIDENCE.

American House,	69 North Main st.
City Hotel,	24 Broad st.
Franklin House,	23 Market sq.
Mansion House,	79 Benefit st.
Manufacturers' Hotel,	17 Market sq.
Tockwotten House,	{ Hope st., near Steamboat Land-
	{ ing & Railroad Depot.

PRINCIPAL HOTELS IN PORTLAND, ME.

American House,	Congress st.
Casco Temperance House,	Middle st.
Elm Tavern,	Federal st.
United States Hotel,	cor. Congress and Federal sts
Cape Cottage,	{ on Cape Elizabeth, 3 miles from
	{ Portland.

U. S. MAIL ROUTE FROM ALBANY TO BUFFALO.

MOHAWK AND HUDSON RAILROAD,	.	.	.	17 miles.
UTICA AND SCHENECTADY	"	.	.	78 "
SYRACUSE AND UTICA	"	.	.	53 "
AUBURN AND SYRACUSE	"	.	.	26 "
AUBURN AND ROCHESTER	"	.	.	78 "
TONAWANDA R. R., (Rochester to Attica,)	.	.	.	43 "
ATTICA AND BUFFALO R. R.,	.	.	.	31 "

Passengers leave Albany from the Depot in Maiden Lane.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Alb'y.	From Buf- falo.	Fare from Alb'y.
					\$ cts.
FALL ARRANGEMENT.	ALBANY,	0	0	326	
—	SCHENECTADY, ...	17	17	309	50
Cars leave Albany	Hoffman's,	9	26	300	87
every morning and	Cranesville,	3	29	297	1 00
evening, for Utica,	Amsterdam,	4	33	293	1 13
Syracuse, Roches-	Tribes' Hill,	5	38	288	1 37
ter, Buffalo, &c.	Fonda,	6	44	282	1 50
	Spraker's,	8	52	274	1 63
RETURNING,	Palatine Bridge, ...	3	55	271	2 00
Cars leave Buffalo for	Fort Plain,	3	58	268	2 12
the east, morning	Palatine Church, ...	3	61	265	2 25
and evening, ex-	St. Johnsville,	3	64	262	2 38
cept during the	Little Falls,	10	74	252	2 75
winter months,	Herkimer,	6	80	246	3 00
when there is but	Schuyler,	7	87	239	3 25
one train daily.	UTICA,	8	95	231	3 50
	Whitesboro',	3	98	228	
	Oriskany,	4	102	224	
	Rome,	7	109	217	
	Verona Centre, ...	9	118	208	
	Oneida Depot,	4	122	204	
	Wampsville,	3	125	201	
	Canastota,	3	128	198	
	Chittenango,	6	134	192	
	Manlius,	4	138	188	
	SYRACUSE,	10	148	178	5 50
	Geddes,	2	150	176	
	Camillus,	6	156	170	
	Elbridge,	8	164	162	
	Skaneateles Junc.,	1	165	161	
	Sennet,	4	169	157	
	AUBURN,	5	174	152	6 50
	Cayuga Bridge,	10	184	142	

U. S. Mail Route from Albany to Buffalo—Continued.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Alb'y.	From Buffalo.	Fare from Alb'y.
					\$ cts.
	Seneca Falls,	5	189	137	
	Waterloo,	4	193	133	
	Geneva,	7	200	126	
	Oak's Corners,	5	205	121	
	East Vienna,	3	208	118	
	West Vienna,	1	209	117	
	Clifton Springs, . . .	3	212	114	
	Short's Mills,	5	217	109	
	Chapinsville,	3	220	106	
	Canandaigua,	3	223	103	
	Victor,	9	232	94	
	Pittsford,	12	244	82	
	Brighton,	4	248	78	
	ROCHESTER,	4	252	74	9 50
	Churchville,	14	266	60	
	Bergen,	4	270	56	
	Byron,	7	277	49	
	Batavia,	7	284	42	
	Alexander,	8	292	34	
	ATTICA,	3	295	31	
	Darien,	6	301	25	
	Alden,	5	306	20	
	Lancaster,	10	316	10	
	BUFFALO,	10	326	0	12 00

Usual time from Albany to Schenectady, 1 hour.

" " Schenectady to Utica, 5 hours 30 minutes.

" " Utica to Syracuse, 3 hours 30 minutes.

" " Syracuse to Auburn, 2 hours.

" " Auburn to Rochester, 6 hours

" " Rochester to Buffalo, 6 hours.

Total time from Albany to Buffalo, 24 hours.

RAILROAD ROUTE

FROM ALBANY TO SARATOGA SPRINGS.

Passenger cars leave the Depot in Albany, twice daily during the summer months, and once daily during the winter months, for Ballston Spa and Saratoga Springs, via Schenectady. Distance, 38 miles.

RAILROAD ROUTES LEAVING TROY.

TROY AND BUFFALO.

Passenger cars leave Troy, morning and evening, for Schenectady, Buffalo, &c., during the fall and winter months, and three times daily in summer, starting from River st. Fare same as from Albany.

TROY AND SARATOGA SPRINGS.

Cars leave Troy for Ballston Spa and Saratoga Springs, twice daily, during the summer months, and once daily during the winter months. Distance, 31 miles. Usual time, 2 hours.

TROY, WHITEHALL, AND MONTREAL.

During the season of navigation, cars running in connection with Packet Boats from the Borough, (12 miles,) leave Troy daily, at 3½ o'clock, P. M., except Sundays. Also, a daily run, via Saratoga Springs, at 8 o'clock, A. M., arriving at Whitehall in season for the steamers on Lake Champlain, running through to St. John's, Canada; connecting with lines of travel at Ticonderoga, Burlington, and Plattsburgh.

In winter, passengers are conveyed by Railroad and Stages, from Troy to Montreal, daily, Sundays excepted.

TROY AND GREENBUSH RAILROAD.

Cars run hourly on this road, carrying passengers between Troy and Albany, connecting with runs on the Boston and Western Railroads. Distance, 6 miles. Fare, 12½ cents.

CANAL PACKET ROUTE

FROM SCHENECTADY TO BUFFALO AND OSWEGO.

From Schenectady to Utica, by Erie Canal,	80 miles.
“ Utica to Syracuse, “ “	61 “
“ Syracuse to Rochester, “ “	98 “
“ Rochester to Buffalo, “ “	95 “
“ Syracuse to Oswego, by Oswego Canal,	38 “

PACKET BOAT ARRANGEMENTS FOR 1846.

Two Daily Lines from Schenectady to Buffalo, &c.

Distance, 334 miles. Fare through, with board, \$7.75,—
without board, \$5.75.

Two Daily Lines of Packet Boats will be run, through the season of canal navigation, from Schenectady to Buffalo, and from Syracuse to Oswego.

Leaving Schenectady every morning and evening, on the arrival of the cars from Albany and Troy, for the west.

Leave Buffalo, morning and evening, for the east—connecting at Utica, Syracuse, and Rochester, with trains of cars from the east and the west.

A Packet Boat leaves Syracuse for Oswego, on the arrival of the morning and evening Packet Boats and trains of cars, arriving at Oswego in time for the Steamboats touching at the several ports on Lake Ontario and River St. Lawrence.

LAKE ONTARIO ROUTE.

During the season of navigation, a Daily Line of Steamboats runs between Oswego, Rochester, and Lewiston, on their upward trip, connecting, at the latter place, with Railroads extending to Niagara Falls and Buffalo.

On their downward trip, they run to Sackett's Harbor, Kingston, Canada, and Ogdensburgh, connecting with a line of travel to Montreal and Quebec.

RAILROADS IN THE EASTERN STATES,
Finished, or in progress of construction, December, 1845.

NAME OF RAILROADS.	FROM	TO	MILES.
Bangor and Oldtown,	Bangor, Me.	Oldtown, Me.	12
Atlantic and St. Lawrence,	Portland, Me.	Montreal, Can.	
Portland, Saco, and Portsmouth,	" "	Portsmouth, N. H.	51
Eastern,	Portsmouth,	Boston.	54
Marblehead Br'ch, }	Salem, Mass.	Marblehead.	4
Gloucester Branch, }	Beverly "	Gloucester.	12
Boston & Maine, }	S. Berwick, Me.	Wilmington, Mass.	56
Extension do. }	Wilkinson, Mass.	Boston.	17
Great Falls Branch, }	Somersworth, N. H.	Great Falls Village.	3
Nashua and Lowell, .	Lowell, Mass.	Nashua, N. H.	15
Concord,	Nashua,	Concord.	35
Northern,	Concord,	Conn. River.	63
Central,	Conn. River,	Burlington, Vt.	97
Boston and Lowell, }	Boston,	Lowell.	26
Woburn Branch, }	South Woburn,	Woburn Centre.	2
Fitchburg, }	Charlestown, Mass.	Fitchburg.	50
Charlestown Br'ch, }	" "	Fresh & Spot Ponds.	6
Lexington and West Cambridge,	Lexington, "	West Cambridge.	7
Vermont and Mass.,	Fitchburg, "	Brattleboro', Vt.	65
Cheshire,	Fitzwilliam, N. H.	Conn. River.	
Champlain & Conn. River,	Conn. River,	Burlington, Vt.	
Old Colony,	Boston,	Plymouth, Mass.	37
Quincy,	Quincy,	Neponset River.	3
Boston and Providence, }	Boston,	Providence.	42
Dedham Branch, }	B. & P. R. R.	Dedham.	2
Stoughton "	Canton, Mass.	Stoughton.	4
Taunton "	Mansfield, Mass.	Taunton.	11
N. Bedford & Taunton,	Taunton, "	New Bedford.	20
Fall River,	Myrick's, "	Fall River.	14
Providence and Stonington,	Providence, R. I.	Stonington, Conn.	47
Boston & Worcester }	Boston,	Worcester,	44
Millbury Branch, }	B. & W. R. R.	Millbury.	4
Norwich & Worcester	Worcester, Mass.	Allyn's Point, Ct.	66
Western,	" "	N. Y. State Line.	118
Springfield & Northampton,	Springfield,	Northampton.	18
Northampton and Greenfield,	Northampton,	Greenfield.	
Berkshire,	Conn. State Line,	West Stockbridge.	23
West Stockbridge, .	West Stockbridge,	N. Y. State Line.	3
Housatonic,	Bridgeport, Conn.	Mass. State Line.	74
N. Haven & Hartford,	New Haven,	Hartford.	36
Hartford & Springfield	Hartford,	Springfield.	25

Total miles carried out, 1166

RAILROADS IN THE STATE OF NEW YORK—1845.

NAME.	FROM	TO	MILES.
Albany & W. Stock-bridge,	Albany,	N. Y. State Line.	38
Hudson & Berkshire,	Hudson,	" "	31
Long Island, }	Brooklyn,	Greenport.	96
Hempstead Branch }	Long Island R. R.	Hempstead.	2½
N. York and Erie,* }	Piermont,	Dunkirk.	451
Newburgh Branch, }	N. Y. & Erie R. R.	Newburgh.	
New York & Harlem,	New York,	White Plains.	26
Troy & Greenbush, .	Greenbush,	Troy.	6
Rensselaer & Saratoga,	Troy,	Ballston Spa.	24
Saratoga & Washing- ton,	Saratoga Springs,	Whitehall.	40
Saratoga & Schenec- tady,	Schenectady,	Saratoga Springs.	22
Schenectady & Troy,	Troy,	Schenectady.	20½
Mohawk & Hudson, .	Albany,	"	17
Utica & Schenectady	Schenectady,	Utica.	78
Syracuse & Utica, .	Utica,	Syracuse.	53
Auburn & Syracuse,	Syracuse,	Auburn.	26
Skaneateles Branch,	A. & S. R. R.	Skaneateles.	5
Auburn & Rochester,	Auburn,	Rochester.	78
Tonawanda,	Buffalo,	Attica.	43
Attica and Buffalo, .	Attica,	Buffalo.	31
Buffalo and Black Rock,	Buffalo,	Black Rock.	3
Buffalo and Niagara Falls,	"	Niagara Falls.	22
Lewiston,	Lockport R. R.	Lewiston.	3
Lockport and Niagara Falls,	Lockport,	Niagara Falls.	24
Ithaca and Owego, .	Ithaca,	Owego.	29
Blossburg & Corning,	Corning,	Blossburg, Pa.	40
Oswego & Syracuse,	Oswego,	Syracuse.	
Northern,	Plattsburgh,	Ogdensburg.	

Total miles carried out,

1209

* Fifty-three miles of this work, extending from Piermont to Middletown, Orange county, is finished and in operation. This important work is divided into five divisions,—the Eastern, Delaware, Central, Susquehanna, and Western Divisions. By a Report made in 1844, it appears that \$4,762,435 had been expended, of which \$1,890,350 was expended on the Eastern Division.

RAILROADS IN THE MIDDLE STATES—1845.

NAME.	FROM	TO	MILES.
Paterson & Hudson,	Jersey City	Paterson, N. J.	16
Camden & Amboy, }	South Amboy,	Camden, "	61
Trenton Branch, }	Bordentown,	Trenton, "	8
Jobstown " }	Craft's Creek,	Jobstown, "	13
Camden & Woodbury	Camden,	Woodbury, "	9
New Jersey,.....	Jersey City,	N. Brunswick, N. J.	30
Trenton & N. Brunswick,	New Brunswick,	Trenton, "	29
Morris and Essex,...	Newark,	Morristown, "	22
Elizabethtown and Sonerville,	Elizabethport,	Sonerville, "	26
Philadelphia & Trenton,	Philadelphia,	Trenton, "	28
Columbia,	"	Columbia, Pa.	82
West Chester,	Columbia R. R.	West Chester, "	10
Harrisburg & Lancaster,	Lancaster,	Harrisburg, "	36
Cumberland Valley, ..	Harrisburg,	Chambersburg "	50
Franklin,	Chambersburg,	Williamsport, Md.	30
Alleghany Portage,...	Hollidaysburg,	Johnstown, Pa.	36
York & Wrightsville,	York,	Wrightsville, "	13
York and Maryland Line,	"	Maryland Line.	21
Phila., Germantown, & Norristown, ...	Philadelphia,	Norristown, Pa.	21
Valley,	Norristown,	Columbia R. R.	20
Phila. & Pottsville, ..	Philadelphia,	Pottsville, Pa.	93
Dansville & Pottsville	Pottsville,	Sunbury, "	51
Little Schuylkill, ...	Port Clinton,	Tamaqua, "	23
Schuylkill Valley, ..	Port Carbon,	Tuscarora, "	10
Mauch Chunk,	Mauch Chunk,	Coal Mines, "	9
Lehigh and Susquehanna,	Whitehaven,	Wilkesbarre, "	20
Williamsport & Elm.	Williamsport,	Elmira, N. Y.	
Carbondale & Honesdale,	Honesdale,	Carbondale, Pa.	17
Beaver Meadow, ...	Parryville,	Coal Mine, "	26
Mine Hill,	Schuylkill Haven,	Mine Hill Gap.	20
Phila., Wilmington, & Baltimore,	Philadelphia,	Baltimore.	97
New Castle and Frenchtown,	New Castle, Del.	Frenchtown, Md.	16
Baltimore & Ohio, ..	Baltimore,	Cumberland, "	178
Washington Branch,	Relay House,	Washington, D. C.	32
Baltimore & Susquehanna,	Baltimore,	Penn. State Line.	36
Annapolis and Elkridge,	Annapolis,	Washington R. R.	21

Total miles carried out,..... 1210

NOTE.—There are a number of other short Railroads in Pennsylvania, leading to the Coal Mines.

TO TRAVELLERS AND EMIGRANTS.

J. DISTURNELL,

DEALER IN

MAPS, GUIDE BOOKS, STATISTICAL WORKS, &c. &c.

No. 102 Broadway,

BETWEEN PINE AND WALL STREETS,

NEW YORK,

Keeps a full assortment of the above articles, together with a collection of ENGRAVINGS, illustrative of AMERICAN SCENERY—all of which will be sold on reasonable terms, at whole-sale or retail.

CITIZENS and STRANGERS are invited to call and examine his assortment of MAPS, GUIDE BOOKS, &c., before leaving the city on excursions of pleasure, or travels for health or business, as they can be furnished with publications relating to every section of the United States, Canada, Texas, Mexico, Guatemala, the West Indies, South America, Europe, Asia, and Africa—embracing every part of the world.

☞ SCHOOLS and LIBRARIES supplied with Maps and Statistical Works.

N. B.—THE PICTURESQUE TOURIST, being a GUIDE through the NORTHERN and EASTERN STATES, and CANADA, together with other publications of J. D.'s, useful to travellers, can be obtained at most of the Bookstores in the United States and Canada.

NEW YORK, *Dec.*, 1845.

STATISTICAL & GEOGRAPHICAL WORKS.

J. DISTURNELL,

No. 102 Broadway, New York,

HAS RECENTLY PUBLISHED,

- 1.—A NEW TOWNSHIP MAP OF THE STATE OF NEW YORK : showing the boundaries of Counties and Townships ; the location of Cities and Villages, &c. By J. Calvin Smith. Engraved on steel. Price, (pocket form,)..... \$0 75
Do., on rollers 1 50
- 2.—GAZETTEER OF THE STATE OF NEW YORK : comprising its Topography, Geology, Mineralogical Resources, Civil Divisions, Canals, Railroads, and Public Institutions, together with General Statistics. Accompanied by a new Township Map of the State. Price \$2 00
- 3.—THE NEW YORK STATE GUIDE : containing an Alphabetical List of Counties, Towns, Cities, Villages, Post-offices, &c., with the Census of 1840. Price, with State Map, \$1 00
- 4.—THE NEW YORK POLITICAL MANUAL : containing the Official Election Returns for 1840-'44, and the Census of 1840 ; together with other useful information. Price \$0 25
- 5.—THE NEW YORK STATE REGISTER FOR 1845. Edited by O. L. Holley. Price \$1 50
- 6.—THE NORTHERN TRAVELLER : containing the Hudson River Guide, and Tour to the Springs, Lake George, and Canada, passing through Lake Champlain. Price \$0 50
- 7.—THE WESTERN TRAVELLER : embracing the Canal and Railroad Routes, from Albany and Troy to Buffalo and Niagara Falls. Also, the Steamboat Route from Buffalo to Detroit and Chicago. Price \$0 50
- 8.—THE PICTURESQUE TOURIST : being a Guide through the Northern and Eastern States, and Canada. Edited by O. L. Holley. With Maps and Illustrations. Price..... \$1 50
- 9.—THE UNITED STATES ALMANAC AND NATIONAL REGISTER FOR 1846. Price \$0 12½
- 10.—THE AMERICAN POCKET ALMANAC FOR 1846 : containing a full List of Government Officers, &c. Price \$0 50
- 11.—A GUIDE BETWEEN WASHINGTON, NEW YORK, AND BOSTON. Price..... \$0 25
- 12.—THE NEW YORK CITY GUIDE. Price \$0 50

NEW YORK, Dec., 1845.

LIBRARY OF CONGRESS



0 014 113 613 6

